



# Development Management Plan (Regulation 19)

## Sustainability Appraisal Report

October 2017

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<b><u>List of updates between Reg 19 Publication version and Submission</u></b>	
<u>Sustainable Urban Extension Site Allocation ERM2</u>	<u>Objective 16 changed from yellow to amber</u>
<u>Safeguarded Land Site SAS1</u>	<u>Objective 16 changed from yellow to amber</u>
<u>Page 115 : Sustainable Urban Extension Allocations SEH2 - Land West of Balcombe Road</u>	<u>Text amended regarding designations</u>
<u>Page 122 - ERM3 - Former Copyhold Works</u>	<u>Objective 16 changed from red to amber and text amended</u>
<u>Page 164 - Safeguarded Land Site SAS1</u>	<u>Objectives 5, 14 and 16 changed from yellow to amber, and text updated.</u>

## Contents

Non-Technical Summary.....	4
1. Introduction and Background.....	26
National and International Policy.....	26
Process.....	27
The Development Management Plan.....	29
The Layout of This Report.....	30
2. Summary of Scoping Report.....	31
Relevant Plans, Policies, Programmes, and Sustainability Objectives .....	31
Baseline Information .....	32
Key Sustainability Issues and Problems .....	34
The Sustainability Appraisal Framework.....	39
Consultation.....	41
3. Sustainability Appraisal Methodology .....	42
Development of Alternatives .....	42
Appraisal Process .....	43
4. Sustainability Appraisal Assessments .....	46
Development Management Plan Objectives .....	46
Potential Policy Options .....	57
Development Management Plan Policies .....	68
Urban Site Allocations.....	79
Sustainable Urban Extensions Allocations.....	114
Strategic Employment Site Allocations .....	129
Safeguarded Land Spatial Options .....	137
Safeguarded Land Sites .....	142
Gypsy, Traveller, and Travelling Showperson Site Allocations .....	174
5. Secondary, Cumulative, and Synergistic Effects .....	179
6. Monitoring.....	184
Appendix A – Requirements of European Directive 2001/42/EC .....	186
Appendix B – Relevant Plans, Policies, Programmes, and Sustainability Objectives .....	188
Appendix C – Key Baseline Statistics.....	201

Appendix D – Framework Objectives and Guiding Questions .....	208
Appendix E – Summary of Responses to Scoping Report Consultation .....	213
Appendix F – DMP Objectives Assessment .....	218
Appendix G – Potential Policy Options Assessment .....	262
Appendix H – DMP Policies Assessment .....	297
Appendix I – DMP Urban Site Allocation Assessments.....	364
Appendix J – Sustainable Urban Extension Site Allocation Assessments.....	596
Appendix K – Strategic Employment Site Allocation Assessments .....	719
Appendix L – Safeguarded Land Spatial Options Assessment .....	764
Appendix M – Safeguarded Land Sites .....	789
Appendix N – Gypsy, Traveller, and Travelling Showperson Site Allocations .....	953
Appendix O – Assessment Tables for Selected Sites Only .....	978

## Non-Technical Summary

This is the non-technical summary of the sustainability appraisal for the Reigate & Banstead Borough Council Development Management Plan (DMP) Regulation 19 document. The sustainability appraisal is required under Section 19 of the Planning and Compulsory Purchase Act 2004 and the Environmental Assessment of Plans and Programmes Regulations 2004, and should evaluate the environmental, economic, and social sustainability of the proposals contained in the DMP document. Alternative options should be explored where appropriate, and an explanation given for why the proposals included in the DMP document were chosen.

### Plan Preparation Process

The Reigate & Banstead local plan will contain two key documents – the Core Strategy and the DMP. The Core Strategy was adopted by the Council on 3 July 2014, and sets out the strategic vision for the borough up to 2027. The DMP will provide a more specific guide to decision-making and development in the borough, containing policies against which applications for planning permission will be judged and site allocations that will assist the borough in achieving the strategic goals of the Core Strategy, particularly in relation to housing provision.

The DMP went to a Regulation 18 consultation in 2016, where residents and other stakeholders were asked to comment on broad proposals. A sustainability appraisal was produced for the Regulation 18 document. Following this consultation, a new scoping report was produced to evaluate the environmental, economic, and social issues in the borough. The scoping report was consulted on with the statutory consultees and surrounding local authorities and some changes were made. This scoping report informed the production of the current sustainability appraisal, which will be published and consulted on at the same time as the Regulation 19 DMP document.

This sustainability appraisal evaluates the proposed objectives and policies of the DMP, the potential site allocations in a number of areas (including some alternative options that were not evaluated at Regulation 18 stage), spatial options and potential site allocations for safeguarding land after the end of the current plan period (which was also not examined at the Regulation 18 stage), policy options in a number of new areas, and re-evaluates policy options for airport parking in the light of comments received during the earlier consultation.

## Scoping Report

The scoping report examined a wide range of related plans at the international, European, national, and regional level to identify the environmental, economic, and social objectives or targets to which Reigate & Banstead should be contributing. In particular, at the European level, there are targets for a 20% improvement in energy efficiency, an increase in energy efficient buildings, 15% of energy to come from renewable sources, and various targets on air quality, flooding, and environmental noise. The Council must also consider issues related to climate change mitigation, biodiversity protection, housing provision, and the protection of important landscape areas such as the Area of Outstanding Natural Beauty.

The baseline environmental, economic, and social situation in the borough was then investigated through the collection of statistics on key indicators, along with information from previous years and from the wider geographical region to allow for comparisons and the identification of trends. This information was used to identify the key sustainability issues and problems in the borough at the present time. These are presented in the table below.

<b>Topic</b>	<b>Issues and Problems</b>	<b>Potential Ways to Address</b>
Housing	<ul style="list-style-type: none"> <li>• High house prices and house price to wages ratio</li> <li>• High level of underoccupation of houses</li> </ul>	<ul style="list-style-type: none"> <li>• Providing appropriate levels of housing and housing mix</li> </ul>
Health	<ul style="list-style-type: none"> <li>• Ageing population, potentially facing poor health</li> <li>• Low levels of physical activity, high numbers of overweight/obese people</li> </ul>	<ul style="list-style-type: none"> <li>• Planning for open space</li> <li>• Provision of pedestrian and cycle facilities</li> <li>• Disability-friendly design</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• High levels of private car use</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of pedestrian and cycle facilities</li> </ul>
Deprivation	<ul style="list-style-type: none"> <li>• Pockets of deprivation in parts of Redhill, Merstham, Central Horley, and Preston</li> <li>• Increase in households placed into temporary accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Providing appropriate levels of affordable housing</li> <li>• Planning for necessary health and education facilities</li> </ul>
Employment and Incomes	<ul style="list-style-type: none"> <li>• Falling wages, particularly for women</li> <li>• Inequality between different parts of the borough</li> </ul>	<ul style="list-style-type: none"> <li>• Allocating some employment uses in more deprived areas</li> <li>• Policies requiring developers to take on local apprentices</li> </ul>

Businesses	<ul style="list-style-type: none"> <li>• Relatively low long-term survival rate for Surrey</li> <li>• High percentage of knowledge-based businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Continued support for local start-ups</li> </ul>
Energy and Emissions	<ul style="list-style-type: none"> <li>• Energy use reducing more slowly than in other areas</li> <li>• High levels of transport emissions</li> <li>• Limited renewable energy production</li> </ul>	<ul style="list-style-type: none"> <li>• Require more energy efficiency and renewable energy production on new developments</li> <li>• Provision of pedestrian and cycle facilities</li> </ul>
Biodiversity and Environmental Protection	<ul style="list-style-type: none"> <li>• Pressures on the Special Area of Conservation</li> <li>• Poor condition of the Sites of Special Scientific Interest</li> <li>• Poor condition of groundwater and surface water</li> </ul>	<ul style="list-style-type: none"> <li>• Habitats Regulation Assessment will identify risks to SAC</li> <li>• Develop and protect wider network of green and blue infrastructure</li> </ul>
Air, Noise, and Light Pollution	<ul style="list-style-type: none"> <li>• Impacts from Gatwick Airport and the motorways</li> <li>• A number of Air Quality Management Areas in the borough</li> </ul>	<ul style="list-style-type: none"> <li>• Require impact assessments and mitigation in areas at risk</li> </ul>
Flood Risk	<ul style="list-style-type: none"> <li>• A lot of land south of the M25 susceptible to flooding</li> <li>• Flooding likely to increase as climate change worsens</li> </ul>	<ul style="list-style-type: none"> <li>• Direct development away from areas of flood risk</li> </ul>

The scoping report went on to set out the sustainability appraisal framework. This is the series of objectives against which the policies, objectives, spatial options, and site allocations will be evaluated in the sustainability appraisal. The framework used is the East Surrey Local Authority Sustainability Objectives, which have been developed, consulted on, and refined over a number of years of collaboration between five local authorities: Reigate & Banstead Borough Council, Mole Valley District Council, Elmbridge Borough Council, Tandridge District Council, and Epsom & Ewell Borough Council. The objectives are presented in the table below.

Number	Objective
1	To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford
2	To facilitate the improved health and wellbeing of the whole population
3	To conserve and enhance archaeological, historic, and cultural assets and their setting
4	To reduce the need to travel, encourage sustainable transport options and improve accessibility to all services and facilities
5	To make the best use of previously developed land and existing buildings
6	To support economic growth which is inclusive, innovative, and sustainable
7	To provide for employment opportunities to meet the needs of the local

	economy
8	To reduce greenhouse gas emissions and move to a low carbon economy
9	To use natural resources prudently
10	To adapt to the changing climate
11	To reduce flood risk
12	To improve the water quality of rivers and groundwater, and maintain an adequate supply of water
13	To reduce land contamination and safeguard soil quality and quantity
14	To ensure air quality continues to improve and noise and light pollution are reduced
15	To protect and enhance landscape character
16	To conserve and enhance biodiversity

The scoping report was sent to the statutory consultees and surrounding local authorities for consultation. Responses from Historic England, Natural England, the Environment Agency, and Surrey County Council were used to update some aspects of the baseline information and related plans and programmes.

### Development of Alternatives

It is required to consider a range of alternative options during the DMP process, to ensure that the most suitable options have been chosen to promote sustainable development in the borough. The DMP objectives and policies emerged during the Regulation 18 stage of the process, including through the evaluation of a number of potential policy approaches. These options were given [a full sustainability appraisal at the Regulation 18 stage](#). The chosen objectives and policies were included in the Regulation 18 DMP document, and although the policies have been refined somewhat in response to the consultation representations and discussions with stakeholders, it is not felt necessary to completely revisit and re-appraise all of the potential policy options. The one exception to this is for the airport parking policy, where a number of inconsistencies in the sustainability appraisal were pointed out during the Regulation 18 DMP consultation. In addition, a number of new policies have been added to the DMP since the Regulation 18 consultation, and these policies have received a full appraisal of potential policy options in this report. All the chosen objectives and policies have been re-evaluated in this sustainability appraisal to ensure consistency of approach.

A wide range of potential site allocations were also appraised at the Regulation 18 stage. No additional options have emerged for site allocations for Sustainable Urban Extensions or Strategic Employment Sites, although all the sites have been evaluated again in this sustainability appraisal to ensure consistency of approach. For sites in urban areas, 32 sites had previously been appraised at Regulation 18 stage, and an additional 29 potentially suitable sites have emerged since, through the Regulation 18 DMP consultation and the Housing and Employment Land Availability Assessment (HELAA). All of these 61 sites have been evaluated in this

sustainability appraisal. A Traveller Site Land Availability Assessment (TSLAA) has also been undertaken to identify potentially appropriate sites for Traveller communities. The TSLAA narrowed the suitable sites down to 10, and these sites have been appraised.

Since the Regulation 18 consultation, work has also taken place to identify potential sites to safeguard beyond the end of the current plan period. Five spatial options based on different sizes and locations of potential safeguarded land were developed by officers and have been appraised. In addition, 37 potential safeguarded areas were identified from previous technical work undertaken for the Core Strategy, the Regulation 18 DMP document, and the HELAA and these sites have all been appraised.

### Sustainability Appraisal Process

Each objective, policy, spatial option, and potential site allocation was evaluated against the sixteen objectives of the sustainability appraisal framework. For each objective, one of five scores was awarded, as shown in the table below.

++	This is expected to have a very positive impact on achieving the sustainability objective
+	This is expected to have a positive impact on achieving the sustainability objective
0	This is expected to have a neutral impact on achieving the sustainability objective
-	This is expected to have a negative impact on achieving the sustainability objective
--	This is expected to have a very negative impact on achieving the sustainability objective

In the full sustainability appraisal report, individual assessment tables are provided for every objective, policy, spatial option, and site, containing brief explanations of the score awarded for each sustainability objective. Where possible, mitigation measures have also been suggested to reduce negative impacts or, in some cases, accentuate positive impacts further. Appraisal and scoring took place through the use of GIS systems, previously developed constraints assessments where available, and previously existing planning documents. Where clear information was not available, or a sustainability objective had no clear applicability to an appraisal, this was noted with a question mark rather than a score.

The process is qualitative, and no attempt has been made to develop an overall scoring system for each site, as reducing the appraisal to a single quantitative measure in this way would be an inaccurate representation of the complexities of considering sustainability across the three dimensions of the environmental, economic, and social. Each appraisal should be considered in its entirety, and in

relation to all the other appraisals within the same category and to other evaluations that may have taken place during the DMP process, rather than simply selecting sites on the basis of an overall sustainability 'score'.

### Results of the Assessment

A total of 23 DMP objectives were appraised. The majority of the objectives scored well, although there was a relatively large amount of missing or unknowable data for this appraisal, in situations where specific site allocations or the additional detail of a DMP policy would be needed to evaluate the impact. The results of the assessment are shown in the table below.

Development Management Plan Objectives																
Objective	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PE1	0	+	0	+	+	++	++	?	?	0	0	0	+	?	+	0
PE2	0	+	0	+	0	++	++	?	?	0	0	0	0	?	0	0
PE3	0	+	0	+	0	++	++	?	?	0	0	0	0	?	0	0
PE4	0	+	0	++	+	++	++	+	0	0	0	0	0	0	0	0
PE5	0	+	0	+	+	+	+	+	0	0	0	0	0	0	0	0
PE6	0	0	0	+	+	++	+	0	0	0	0	0	0	0	0	0
SC1	+	+	++	0	++	0	0	+	++	+	0	0	+	+	++	0
SC2	++	+	0	0	0	++	0	+	0	0	0	0	0	+	+	0
SC3	0	++	0	0	0	0	0	0	0	0	0	0	+	++	0	0
SC4	0	++	+	0	0	0	0	0	0	+	++	+	0	++	++	++
SC5	+	++	0	+	0	0	0	0	0	+	++	+	0	++	+	+
SC6	0	+	-	+	0	0	0	?	0	-	-	0	0	?	-	-
SC7	0	+	0	+	0	0	0	+	0	0	0	0	0	+	0	0
SC8	0	0	0	0	0	0	0	++	++	++	++	0	0	+	?	+
SC9	+	++	0	0	0	0	0	0	0	++	++	+	0	0	0	0
SC10	?	+	+	0	0	0	0	-	-	+	+	0	0	0	++	++
SC11	0	++	+	+	0	0	0	+	0	++	++	0	0	+	++	++
SC12	0	0	0	+	++	0	0	0	0	0	0	0	++	0	++	0
SC13	0	0	++	0	+	0	0	0	0	0	0	0	0	0	+	0
PS1	++	++	0	?	-	0	0	0	0	0	+	+	?	0	?	?
PS2	0	0	0	+	-	0	0	+	0	0	0	0	?	0	?	?
PS3	++	++	+	+	++	+	+	?	0	+	++	0	?	?	?	?
PS4	+	++	0	++	0	0	0	+	0	++	++	+	0	0	0	0

In responses to the Regulation 18 DMP consultation, some inconsistencies were pointed out in the sustainability appraisal of airport parking policy options. The policy options were therefore reconsidered in this sustainability appraisal. Three options were explored: to not have a policy on the issue and rely on the National Planning Policy Framework and Core Strategy, which would likely allow more airport parking

in the borough (Option 1); to retain the current policy from the 2005 Borough Local Plan, which allows some airport parking within the borough under certain strict criteria (Option 2); or to introduce a policy that specifically seeks to restrict all airport parking within the borough (Option 3). Option 3 was chosen, as it would better protect air quality and landscape character, prevent increased noise pollution and traffic congestion, and support Gatwick Airport's sustainable travel plan. The results of the assessment are shown in the table below.

Airport Parking Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1	0	-	0	-	-	0	+	-	0	0	0	0	0	-	-	0
Option 2	0	0	0	+	+	0	0	+	0	0	0	0	0	+	+	0
Option 3	0	0	0	++	++	0	0	++	0	0	0	0	0	++	++	0

A number of new policies are included in the Regulation 19 DMP which had not previously been appraised for sustainability, and were therefore considered in this report. For tall buildings, the option chosen was to have a specific policy and propose areas in which tall buildings will be looked upon favourably, in order to provide more careful control of tall buildings. For affordable housing, it was decided to have an updated policy with more ambitious requirements, in order to maximise affordable housing delivery in the borough. For both caravans and older people's accommodation, it was decided to have specific policies to ensure that these kinds of housing are adequately considered when planning the borough. For community facilities, it was decided to have a specific policy which could provide more detail on when the loss of a community facility would be acceptable. For climate change mitigation, it was decided to include policies on both renewable energy generation and energy and water efficiency, in order to complement and further strengthen the existing core strategy policies on sustainable development and construction. For infrastructure, it was decided to have a specific policy that could provide more specific details about what is expected from developers in terms of infrastructure delivery. For safeguarded land, it was decided to use a supply-led approach, whereby suitable land is identified and safeguarded regardless of the amount of years of housing land supply it would provide. This was preferable to not safeguarding land, which could lead to planning by appeal and may be judged not to be compliant with national planning policy; and safeguarding land for a specific period of time after the plan period, which may lead to unsustainable sites being safeguarded solely to meet the self-imposed target. On the issue of East Surrey Hospital, it was decided to release the hospital site from the green belt to facilitate some expansion of the hospital's services, rather than trying to find an alternative

suitable site (or multiple sites) elsewhere in the borough. The results of the assessments are shown in the tables below.

Affordable Housing Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - rely on Core Strategy policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Option 2 - have an updated policy on affordable housing	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Caravan Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - rely on Core Strategy national planning policies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Option 2 - have a specific policy on caravans	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Older People's Accommodation Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - rely on NPPF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Option 2 - have a specific policy on older people's accommodation	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Community Facilities Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - rely on Core Strategy policy	0	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0
Option 2 - have an updated policy on community facilities	0	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0

Climate Change Mitigation Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - rely on Core Strategy policies on	0	+	+	+	+	0	0	+	+	+	+	+	0	+	0	+

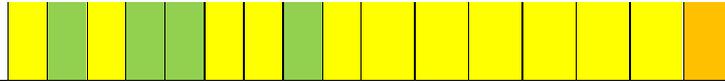
sustainable development and construction																
Option 2 - have a specific policy on renewable energy generation	0	0	0	0	0	0	+	++	++	0	+	0	0	+	0	0
Option 3 - have a specific policy on energy and water efficiency	0	+	0	0	0	0	0	++	++	0	+	++	0	+	0	0
Option 4 - rely on other DMP policies to cover climate change mitigation adequately	0	0	0	0	0	0	0	+	+	0	0	0	0	+	0	0

Infrastructure Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - rely on Core Strategy policy	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	+
Option 2 - have an updated policy on infrastructure	+	0	0	0	0	0	0	0	0	0	+	+	0	0	0	0

Safeguarded Land for Development Beyond the Plan Period Policy Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - do not safeguard land	-	0	-	0	0	0	0	0	0	0	0	0	0	0	-	-
Option 2 - safeguard land for a particular time period after the end of the current plan period	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Option 3 - safeguard land using a supply-led approach	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

East Surrey Hospital Options																
Option	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1 - do not change designation	0	-	0	-	-	0	0	-	0	0	0	0	0	0	0	+
Option 2 - remove proposed land from	0	+	0	+	+	0	0	+	0	0	0	0	0	0	0	-

the greenbelt



A total of 44 DMP policies were appraised. The majority of these policies scored positively, and there were only minor negative issues related to employment provision and renewable energy production from some policies. The results of the assessment are shown in the table below.

Policy	DMP Policies															
	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
EMP1	0	0	0	0	++	+	+	0	0	0	0	0	+	0	+	+
EMP2	0	0	0	0	++	+	+	0	0	0	0	0	+	0	+	+
EMP3	0	0	0	0	0	+	+	0	0	0	0	0	0	+	0	0
EMP4	0	0	0	0	+	+	++	0	0	0	0	0	0	0	0	0
EMP5	0	+	0	0	0	0	++	0	0	0	0	0	0	0	0	0
RET1	0	0	0	+	+	+	+	+	0	0	0	0	0	+	+	0
RET2	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0
RET3	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0
RET4	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0
RET5	0	0	0	+	+	0	-	+	0	0	0	0	0	0	+	0
RET6	0	0	0	0	+	0	-	0	0	0	0	0	0	0	+	0
DES1	+	+	0	0	0	0	0	+	0	+	0	0	0	+	+	+
DES2	+	0	0	0	-	0	0	0	0	0	0	0	0	0	+	+
DES3	+	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0
DES4	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DES5	+	+	0	0	0	0	0	0	0	0	0	0	0	+	0	0
DES6	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DES7	+	+	0	+	0	0	0	+	0	0	+	0	0	0	+	0
DES8	0	+	0	0	0	0	0	0	0	0	0	0	+	+	0	0
DES9	0	+	0	0	0	0	0	0	0	0	0	0	+	+	0	0
DES10	0	+	+	0	0	0	0	0	0	0	0	0	0	+	+	0
OSR1	0	+	0	0	+	0	0	0	0	+	+	0	0	+	++	+
OSR2	0	+	0	0	0	0	0	0	0	+	+	0	0	+	+	+
OSR3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+
TAP1	0	+	0	+	0	0	0	+	0	0	0	0	0	0	+	0
TAP2	0	+	0	+	+	0	-	+	0	0	+	0	0	+	+	0
CCF1	0	0	0	0	+	0	0	++	++	0	0	0	0	0	0	0
CCF2	0	+	0	0	0	0	0	0	0	++	++	0	0	0	0	0
NHE1	0	+	+	0	0	+	0	-	0	0	0	0	0	0	++	0
NHE2	0	0	0	0	0	0	0	0	++	0	0	+	0	0	0	++
NHE3	0	+	0	0	0	0	0	+	+	0	+	0	0	+	+	+
NHE4	0	+	0	0	0	0	0	+	+	+	+	+	0	+	+	+

NHE5	0	0	+	0	++	0	0	0	0	0	0	0	0	0	+	0
NHE6	0	0	+	0	++	+	+	0	+	0	0	0	0	0	+	0
NHE7	0	0	+	0	+	0	0	0	0	0	0	0	0	0	+	+
NHE8	0	0	0	0	0	+	+	0	0	0	0	0	0	0	+	0
NHE9	0	0	++	0	+	0	0	0	0	0	0	0	0	0	+	0
GTT1	+	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0
CEM1	0	0	0	0	0	0	0	0	0	0	0	+	+	+	+	+
INF1	+	+	0	+	0	0	0	0	0	+	+	0	0	0	0	0
INF2	0	0	0	+	+	+	0	0	0	0	0	0	0	0	0	0
INF3	0	0	0	+	0	+	0	+	0	0	0	0	0	0	+	0
MLS1	+	0	0	0	+	0	0	0	0	0	0	0	0	0	+	0
MLS2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

A total of 66 urban site allocations were appraised, including sites previously evaluated at the Regulation 18 stage and sites that were promoted through the Regulation 18 consultation and the HELAA. The choice of final sites was based on a combination of sustainability, availability, viability, and deliverability, but the sites that were chosen generally performed well in the sustainability appraisal due to being close to town centres and public transport options, low on flood risk, and offering community or employment benefits alongside housing. The results of the assessment can be seen in the table below.

Site	Urban Site Allocations															
	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
136-168 High Street, Banstead	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0
The Horseshoe, Banstead	0	+	0	+	+	+	+	+	0	+	+	0	0	0	0	0
Banstead Community Centre	+	+	-	+	+	+	+	+	0	+	+	0	0	0	0	0
Land at Wellesford Close, Banstead	+	0	0	-	-	+	+	-	0	+	+	0	0	0	0	0
Land at Kingswood Station	+	0	+	0	+	0	0	0	0	0	0	0	+	+	+	0
Legal and General, Kingswood	?	-	0	0	0	0	0	0	0	+	+	0	+	0	-	0

Former City Gate Mini, 90 The Avenue, Tadworth	+	+	+	0	0	0	0	0	0	+	+	0	+	+	+	0
Laboratory Site, Pitwood Park Industrial Estate, Waterfield, Tadworth	+	-	0	-	-	-	0	0	0	+	+	0	+	-	0	0
Banstead Football Club, Merland Rise, Epsom, Tadworth	+	0	0	-	+	+	+	-	0	+	+	0	0	0	+	0
Church of Epiphany, Merstham	+	+	0	+	+	+	+	+	0	0	0	0	0	0	0	0
Bellway House, Merstham	+	0	0	+	+	0	0	+	0	0	0	0	+	-	+	0
Former Oakley Centre, Merstham	+	+	+	+	+	+	+	+	0	+	+	0	+	0	0	0
Merstham Library	+	+	0	+	+	+	+	+	0	-	-	0	0	0	0	0
Belfry, Redhill	0	+	0	+	+	+	+	+	0	--	--	0	+	-	0	0
Berkeley House, High Street, Redhill	+	+	0	+	-	0	0	+	0	+	+	0	+	-	0	0
Brethren Meeting Room, 2 Redstone Hill, Redhill	+	+	0	0	-	+	+	0	0	+	+	0	+	0	0	0
Brethren Meeting Room, 43 Woodlands Road, Redhill	+	+	0	0	-	+	+	0	0	+	+	0	+	0	0	0
Colebrook, Redhill	+	+	0	+	+	+	+	+	0	-	-	0	+	0	0	0
16-46 Cromwell	+	+	0	+	+	+	+	+	0	0	0	0	0	-	+	0

Road, Redhill																
Donyngs Car park and Indoor Bowls Centre Car Park	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0
Extension to the Rear of West Central, Redhill	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0
Former Longmead Centre, Redhill	+	+	+	+	+	+	+	+	0	0	0	0	+	0	0	0
Former Mercedes Garage, Brighton Road, Redhill	+	+	0	+	-	0	0	+	0	--	--	0	+	-	0	0
Former Territorial Army Site, Linkfield House, 3 Batts Lane, Redhill	+	+	+	+	+	+	+	+	0	+	+	0	+	0	0	0
Gloucester Road Car Park, Redhill	+	+	0	+	+	+	+	+	0	0	0	0	+	0	+	0
Grosvenor House, Redhill	+	+	0	+	-	+	0	+	0	0	0	0	+	-	0	0
Hockley Business Centre, Hooley Lane, Redhill	+	+	0	+	0	0	0	+	0	+	+	0	+	+	+	0
Reading Arch Road/Brighton Road North, Redhill	+	+	0	+	+	+	+	+	0	--	--	0	+	-	+	0
Land Between Southbound Railway and	+	0	0	+	+	+	+	+	0	+	+	0	+	--	0	0

eastbound Railway (South of Redhill Train Station)																	
Land North of Brook Road, Redhill	+	+	0	+	0	0	0	+	0	--	--	0	+	-	+	0	
Linkfield Lane Car Park, Redhill	+	+	0	+	+	+	+	+	0	+	+	0	0	0	+	0	
Maple Works, Redhill	?	0	0	0	+	+	+	0	0	--	--	0	+	0	0	0	
Marketfield Way/High Street, Redhill	+	+	+	+	+	+	+	+	0	--	--	0	+	-	+	0	
Quarryside Business Park, Redhill	+	0	0	-	+	0	0	-	0	+	+	0	+	+	0	0	
Redhill Law Courts, Redhill	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0	
Royal Mail Sorting Office, Redhill	+	+	0	+	+	+	+	+	0	-	-	0	+	-	+	0	
Albert Road North Industrial Estate, Reigate	+	+	+	+	+	+	+	+	+	0	0	0	+	0	+	0	
Alma House, 1A Alma Road, Reigate	+	+	0	+	-	0	0	+	0	0	0	0	+	0	0	0	
Land Adjacent to the Town Hall, Reigate	+	+	-	+	+	+	+	+	0	+	+	0	0	0	0	0	
Land to the Rear of 45 West Street, Reigate	+	+	-	+	-	+	+	+	0	--	--	0	0	0	0	0	
Land to the Rear of Retail Frontage in	?	+	-	+	+	+	+	+	0	-	-	0	+	0	-	0	

Bell Street																
Library and Pool House, Reigate	+	+	0	+	0	+	+	+	0	-	-	0	+	0	0	0
Reigate Station Car Park	+	+	0	+	+	+	+	+	0	+	+	0	+	-	+	0
Royal Mail Delivery Office, Rushworth Road, Reigate	+	+	0	+	+	+	0	+	0	+	+	0	+	-	+	0
The Orchard, Bell Street, Reigate	?	+	-	+	-	+	+	+	0	-	-	0	+	0	-	0
Garage Block, Kingsley Grove, Woodhatch, Reigate	+	+	0	0	+	+	+	0	0	-	-	0	0	0	+	0
Lime Tree School, Alexander Road	+	0	0	-	-	0	0	-	0	+	+	0	+	0	0	0
Field on Bonehurst Road Between Cambridge Hotel and Lawson's Timber Yard, Salfords	+	-	-	-	--	0	+	-	0	0	0	0	0	0	--	0
Salfords Industrial Estate, Bonehurst Road, Salfords	+	+	0	+	-	-	-	+	0	+	+	0	+	+	+	0
Old Philips Site on the Junction of Cross Oak Lane and A23	+	-	0	-	-	-	0	-	0	-	-	0	+	-	0	0
39-49 High Street,	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0

Horley																
50-66 Victoria Road, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0
59-61 Brighton Road, Horley	+	+	0	+	+	+	0	+	0	+	+	0	+	0	0	0
Albert Brewery, Balcombe Road, Horley	+	+	-	+	0	-	-	+	0	0	0	0	+	0	+	0
Brethren Meeting Hall, Whitmore Way, Horley	+	0	0	-	-	+	+	-	0	--	--	0	+	0	0	0
Brethren Meeting Room, The Grove Meeting Hall, The Grove, Horley	+	+	0	+	-	+	+	+	0	+	+	0	0	0	0	0
Bridge Industrial Estate, Horley	+	+	-	+	0	-	-	+	0	0	0	0	+	0	+	0
Central Car Park, Consort Way East, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0
Former Chequers Hotel, Horley	+	0	+	-	+	+	+	-	0	+	+	0	+	0	0	0
High Street Car Park, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0
Horley Library	+	+	0	+	0	+	+	+	0	+	+	0	0	0	0	0
Horley Police Station	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0
Hutchins Farm, Horley	0	0	0	-	-	0	0	-	0	+	+	0	0	0	0	0
Telephone Exchange, Horley	+	+	0	+	+	+	+	+	0	0	0	0	+	0	0	0
2 Saxley Court and 117 Victoria Road, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0

Royal Mail, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0
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The 33 potential Sustainable Urban Extension allocations were appraised at the Regulation 18 stage and have been re-evaluated here to ensure consistency of approach. The preferred sites (ERM1-5, SSW2, SSW6, SSW7, SSW9, NWH1-2, and SEH4) were chosen due to a combination of their sustainability appraisal, their likelihood of being available for development, the proximity to existing or forthcoming urban locations, and assessments of their green belt value, although some mitigation will be necessary around flood risk, landscape impact, and noise and air pollution. The results of the assessment are shown in the table below.

Sustainable Urban Extension Allocations																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
NWH1	++	+	-	--	0	+	+	--	0	-	-	?	0	-	-	0
NWH2	+	0	0	0	0	+	+	0	0	--	--	0	0	-	0	0
SEH1	++	+	0	++	0	+	+	+	0	-	-	0	0	-	0	0
SEH2	++	-	0	0	0	+	0	0	0	++	++	0	0	-	--	0
SEH3	0	-	0	0	-	+	0	0	0	-	-	0	0	--	--	0
SEH4	++	-	0	++	+	+	0	+	0	-	-	0	+	-	-	0
SEH5	++	-	0	-	0	+	+	-	0	0	0	-	+	-	--	-
SEH6	--	-	0	0	0	+	+	0	0	--	--	-	0	0	0	--
SEH7	+	-	0	+	0	+	+	0	0	--	--	-	0	0	0	0
SEH8	-	0	0	+	0	+	+	0	0	--	--	-	0	0	0	0
SEH9	--	0	0	-	0	+	+	-	0	--	--	-	0	0	-	0
SEH10	+	0	0	--	0	+	+	-	0	--	--	-	0	0	-	0
SEH11	++	0	0	--	0	+	+	-	0	-	-	-	+	0	--	0
SEH12	+	0	--	--	0	+	+	-	0	--	--	-	0	-	--	-
EH1	+	0	0	0	0	+	+	0	0	-	-	0	0	0	-	--
EH2	+	+	0	--	0	+	+	-	0	--	--	0	0	0	--	-
EH3	+	0	0	0	+	+	+	0	0	--	--	0	0	0	--	0
ERM1	++	+	0	+	0	+	+	0	0	++	++	0	+	-	--	-
ERM2	++	+	0	+	0	+	+	0	0	++	++	-	+	-	0	--
ERM3	++	+	0	+	+	+	+	0	0	++	++	-	++	-	-	--
ERM4	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	-
ERM5	++	0	-	-	0	+	+	-	0	++	++	0	0	0	0	0
ERM6	++	--	-	-	-	+	+	-	0	++	++	0	0	-	0	0
SSW1	++	+	-	-	0	+	+	-	0	++	++	0	0	0	--	0
SSW2	++	+	0	-	0	+	+	-	0	0	0	0	0	0	0	0
SSW3	++	--	0	-	-	+	+	-	0	++	++	0	0	0	-	0
SSW4	++	+	-	--	0	+	+	--	0	0	0	0	0	0	--	0
SSW5	++	+	0	-	0	+	+	-	0	0	0	0	0	0	-	-

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SSW6	+	0	0	-	0	+	+	-	0	+	+	0	0	0	-	0
SSW7	+	+	0	-	0	+	+	-	0	++	++	0	0	0	0	0
SSW8	++	--	0	-	-	+	+	-	0	++	++	0	0	0	-	0
SSW9	++	+	-	-	0	+	+	-	0	+	+	0	0	0	-	0
SSW10	++	+	0	-	+	+	+	-	0	++	++	0	0	0	0	0

The 14 potential Strategic Employment Site allocations were included in the sustainability appraisal at the Regulation 18 stage, and have been re-evaluated here to ensure consistency of approach. The decision to allocate an employment site in the south of the borough was taken on the basis of the Strategic Employment Provision Opportunity Study, which also identified that such a site should be a minimum of 20ha in size. However, most of the sites considered posed problems, either through being considerably smaller than 20ha, or through problems with flooding or access to sustainable transport options. The preferred alternative is a combination of sites SEH1 and SEH2 – together, these sites meet the size requirement and score relatively positively on flood risk and sustainable transport, while still presenting some problems relating to landscape impact and noise and air pollution that will need to be mitigated. The results of the assessment are shown in the table below.

Strategic Employment Site Allocations																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
NWH1	0	0	-	--	0	+	+	-	0	-	-	?	0	-	-	0
NWH2	0	0	0	0	0	+	+	0	0	--	--	0	0	-	0	0
SEH1	0	-	0	++	0	+	+	+	0	-	-	0	0	-	0	0
SEH2	0	-	0	0	0	+	+	0	0	++	++	0	0	-	--	0
SEH3	0	0	0	0	-	+	+	0	0	-	-	0	0	-	--	0
SEH4	--	0	-	++	-	+	+	+	0	-	-	0	+	-	-	-
SEH5	0	0	0	-	0	++	++	-	0	0	0	-	+	-	--	-
SEH6	0	0	0	0	0	+	+	0	0	--	--	-	0	-	0	--
SEH7	0	-	-	+	0	+	+	0	0	--	--	-	0	-	0	0
SEH8	0	0	0	0	0	+	+	0	0	--	--	-	0	-	0	0
SEH9	0	0	0	-	0	+	+	-	0	--	--	-	0	-	-	0
SEH10	0	0	0	--	0	+	+	-	0	--	--	-	0	-	-	0
SEH11	0	0	-	--	0	++	++	-	0	-	-	-	+	-	--	0
SEH12	0	0	--	--	0	++	++	-	0	--	--	-	0	-	--	-

Having decided to safeguard land beyond the end of the plan period in the earlier policy option appraisal, five spatial options for doing so were considered. These were for small, medium, and large urban extensions (Options 1, 2, and 3 respectively), and medium and large standalone settlements (Options 4 and 5 respectively). There was a relatively large amount of missing or unknowable data for this appraisal, as the impact on many of the objectives would depend upon the exact location of a site,

rather than the general spatial approach. The preferred alternative is Option 5, a large standalone settlement – this would have the biggest impact on providing housing, and would also be able to provide employment options, community facilities, and potentially new public transport. There would potentially be a large impact on landscape character, but mitigation may be possible depending on the choice of site. The results of the assessment are shown in the table below.

Safeguarded Land Spatial Options																
Objective	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Option 1	+	-	?	-	+	0	+	-	0	?	?	+	?	0	+	?
Option 2	+	0	?	-	+	+	+	-	0	?	?	+	?	0	+	?
Option 3	+	+	?	0	+	++	++	0	0	?	?	-	?	0	-	?
Option 4	++	+	?	-	-	++	++	0	0	?	?	0	?	0	--	?
Option 5	++	+	?	0	-	++	++	0	0	?	?	0	?	0	--	?

A total of 37 sites were considered for safeguarded land, across all five of the spatial options considered above. The sites mostly received positive scores for housing and economic issues, but posed problems for sustainable transport, landscape impact, and, particularly around Horley, flood risk. The preferred site is SAS1. These sites pose some problems relating to landscape and residential amenity, but are of low flood risk, relatively accessible in two cases, and will provide a large amount of housing land. The decision was taken through considering a combination of the sustainability appraisal, the availability and deliverability of the site, and a green belt assessment. The results of the assessment are shown in the table below.

Safeguarded Land Site Allocations																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
BAN1	++	-	0	-	0	+	+	-	0	++	++	0	0	0	0	0
BAN2	++	0	0	-	0	+	+	-	0	++	++	0	+	0	--	0
BAN3	++	0	0	-	0	+	+	-	0	++	++	0	0	0	--	0
BAN4	++	0	-	-	0	+	0	-	0	++	++	0	0	0	--	0
BAN5	++	-	-	0	0	+	+	0	0	++	++	0	0	0	-	0
BAN6	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	0
BAN7	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	0
BAN8	++	-	0	--	0	+	+	-	0	++	++	0	0	0	0	-
BAN9	++	-	0	--	0	+	+	-	0	++	++	0	0	0	0	-
BV12	++	0	0	0	0	++	++	0	0	++	++	0	+	-	--	-
HC28	+	0	0	-	+	+	0	-	0	+	+	0	0	-	--	0
HE01	--	0	0	-	+	0	0	-	0	--	--	0	+	0	0	-
HE05	+	0	0	-	0	+	+	-	0	-	-	0	+	0	-	0
HE09	--	0	0	-	0	0	0	-	0	--	--	0	0	0	0	-
HE10	+	0	0	-	0	+	+	-	0	0	0	0	0	-	--	0

HE11	-	0	-	0	0	0	0	0	0	-	-	0	+	0	0	0
HE14	--	-	0	--	0	0	0	-	0	--	--	0	+	0	-	0
HE15	--	0	0	-	0	0	0	-	0	--	--	0	0	0	0	0
M21	++	-	0	--	-	+	+	-	0	++	++	0	0	-	0	0
M26	++	+	-	0	0	++	++	0	0	++	++	0	+	-	--	-
RE19	+	0	0	-	0	+	+	-	0	++	++	0	+	0	-	0
RE28	+	0	-	-	+	+	0	-	0	++	++	0	0	0	0	0
SAL1	++	+	0	+	0	++	++	0	0	+	+	0	+	-	-	-
SAL2	++	+	0	0	0	++	++	0	0	+	+	0	+	-	-	-
SAL3	++	+	-	+	0	+	+	0	0	+	+	0	+	-	-	0
SAL4	++	0	0	-	0	+	+	-	0	+	+	0	+	0	-	0
SAL5	++	+	-	0	0	+	+	0	0	+	+	0	0	0	-	0
SAL6	++	0	0	0	0	+	+	0	0	+	+	0	+	-	-	0
SAS1	++	+	0	0	0	++	++	0	0	0	0	0	+	-	--	0
SAS2	++	+	-	0	0	++	++	0	0	+	+	0	+	-	--	0
SAS3	++	+	0	-	0	++	++	-	0	+	+	0	+	-	--	0
SAS4	++	+	0	-	0	++	++	-	0	+	+	0	+	-	--	--
SAS5	++	+	0	0	0	++	++	0	0	+	+	0	+	0	--	-
SPW09	+	+	0	-	0	+	+	-	0	++	++	0	0	0	--	0
SPW15	++	-	0	--	0	+	+	-	0	+	+	0	+	0	--	0
SPW16	+	-	0	--	0	+	+	-	0	+	+	0	0	0	-	--
SPW18	+	-	0	--	0	+	+	-	0	0	0	0	0	0	-	0

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A very large number of potential Traveller sites were considered in the TSLAA, the majority of which were dismissed due to one or more major constraints, leading to a shortlist of 11 sites that are evaluated in this sustainability appraisal. The preferred alternatives are sites G3, G4, G9b, and G12. These sites were chosen for their relatively limited landscape impact, more limited contribution to Green Belt purposes, and their availability, although they do display some potential sustainability problems relating to health and wellbeing and sustainable transport that may need mitigation. The results of the assessment are shown in the table below.

Gypsy, Traveller, and Travelling Showperson Site Allocations																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
BV16	++	0	--	+	0	0	0	+	0	++	++	0	+	0	--	0
BV18A	++	0	0	+	0	0	0	+	0	++	++	0	0	0	--	0
BV18B	++	0	0	+	0	0	0	+	0	++	++	0	0	0	--	0
G3	+	-	0	--	+	0	0	--	0	0	0	0	+	-	0	0
G4	+	-	0	--	+	0	0	--	0	-	-	0	+	-	0	0
G6	++	0	0	-	0	0	0	-	0	0	0	0	0	0	--	0
G9a	+	0	0	+	0	0	0	+	0	0	0	0	0	0	-	0
G9b	+	0	0	+	0	0	0	+	0	+	+	0	0	0	0	0
G11	+	-	0	-	+	0	0	-	0	++	++	0	0	-	0	0

G12	+	0	0	0	0	0	0	0	0	0	++	++	-	0	0	0	0
The Old Rectory	+	0	0	0	0	0	0	0	0	0	0	0	-	+	0	0	0

### Cumulative Effects

The selected sites were looked at in order to consider their potential cumulative or synergistic impacts on sustainability in the borough. It was felt that one of the major negative cumulative impacts is likely to be on the landscape character of the borough, and this is primarily due to the impact of the Sustainable Urban Extensions and future development on safeguarded land. This will be partly mitigated against by Policy MLS1, which sets out the phasing process for the urban extensions, ensuring they are not all made available for development at one time, therefore allowing for greater control over the landscape impact of these large new developments. Policies requiring good design of new housing, green infrastructure, and open space in new developments will also help to mitigate the landscape impact. Encouragement of greater density on new development in the urban area would also help mitigate against negative landscape impacts by potentially allowing the borough to meet its housing targets with less need for the use of urban extensions or safeguarded land.

In addition to this, transport modelling undertaken for the DMP suggests that the Strategic Employment Site could have strong negative impacts on the traffic network in the borough. When the Strategic Employment Site is removed from consideration, the traffic impacts of the DMP are significantly reduced and fairly evenly spread across the borough; when it is included, the impacts become much stronger, and are more centred on Horley. Mitigation should be identified at the planning permission application stage, at which point a more site-specific transport assessment can be undertaken, but may include infrastructure improvements or measures to significantly reduce the number of trips generated by the development. The report also identified a number of junctions and stretches of road that will be likely to suffer traffic stress from the proposed developments, and site-specific mitigation measures and infrastructural improvements may need to be identified and undertaken for development sites in these areas.

The Infrastructure Delivery Plan 2017, and the evidence studies informing it, assess the cumulative impact of the proposed development on infrastructure in the borough, including schools, health facilities, and utilities. Infrastructure schemes needed to address these impacts are listed in a schedule in the Development Management Plan. These include new schools and extensions to existing schools, particularly in the Redhill and Merstham area, and new or extended medical centres in Reigate and Horley.

### Monitoring

The Council prepares a number of annual monitoring reports on town and local centres, commercial development, industrial estates, housing delivery, and environment and sustainability. The statistics contained within these reports provides the basis for analysing trends and evaluating how the implementation of the DMP is affecting sustainability. A review of the Core Strategy must also begin before July 2019, and this will allow for further evaluation of how well the DMP is helping to achieve the targets in the Core Strategy. A new scoping report and sustainability appraisal may also be required if any major changes are needed to the Core Strategy, and this is an opportunity for further analysis of key indicators and statistics.

Through the process of sustainability appraisal, a number of potential key indicators have emerged to track through these monitoring reports, covering the various likely impacts of development and referring back to a number of the sustainability framework objectives. These indicators include:

- Affordable housing provision
- Accessible housing provision
- Amount of development on previously developed land
- Amount of development on greenfield sites
- Transport modal usage
- Number of trips per day at morning and evening peaks on the strategic road network
- Carbon dioxide emissions
- Renewable energy generated
- Energy efficiency of new build housing
- Water efficiency of new build housing
- Monitoring of air quality
- Quality of biodiversity sites
- Water quality
- Access to open or green space
- Access to sport, leisure, and recreation opportunities
- Available school places compared to need for school places
- Waiting times for GP appointments
- Vacancies in town and local centres
- Vacancies in employment areas

# 1. Introduction and Background

- 1.1. This document is the sustainability appraisal of the Reigate & Banstead Borough Council Development Management Plan Regulation 19 document.

## National and International Policy

- 1.2. Sustainability appraisal of local plan documents is a requirement under [Section 19 of the Planning and Compulsory Purchase Act 2004](#), which states that a local planning authority must “carry out an appraisal of the sustainability of the proposals in each [local development] document” and “prepare a report of the findings of the appraisal”. Paragraph 165 of the [2012 National Planning Policy Framework](#) states that “a sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors”.
- 1.3. Sustainability appraisal incorporates the requirements of the [Environmental Assessment of Plans and Programmes Regulations 2004](#), which implements the requirements of [European Directive 2001/42/EC](#), commonly known as the Strategic Environmental Assessment Directive.
- 1.4. Annex I of the EU Directive sets out what should be included in an environmental report to meet the requirements of the Directive. This includes:
- An outline of the contents and main objective of the plan and its relationship with other relevant plans and programmes
  - Relevant aspects of the current state of the environment and the likely outcome without the implementation of the plan
  - Environmental characteristics of areas likely to be significantly affected
  - Existing environmental problems which are relevant to the plan, particularly those relating to areas of environmental importance, and especially those relating to areas designated under EU Directives 79/409/EEC ([The Birds Directive](#)) and 92/43/EEC ([The Habitats Directive](#))
  - Relevant environmental protection objectives established at international, European, or national levels, and how those objectives and any environmental considerations have been taken into account during the preparation of the plan

- Likely significant effects of the plan on the environment, including on biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage, landscape, and the interrelationship between these factors
  - Measures to prevent, reduce, and offset any significant adverse effects of the plan on the environment
  - An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken, including any difficulties encountered
  - A description of the measures envisaged concerning monitoring
  - A non-technical summary
- 1.5. A checklist clearly setting out where all of these elements can be found in the current report is in [Appendix A](#).
- 1.6. In summary, the sustainability appraisal will assess the likely environmental, social, and economic effects of the Development Management Plan, considering a number of reasonable alternatives and setting out possible means for mitigating negative effects of the plan. This will allow for identification of the most sustainable options for the local plan and aid decision-making for the final plan proposals.
- 1.7. A Habitats Regulation Assessment, as required by the fourth bullet point of paragraph 1.4 above, will be conducted and published separately to this report.

## Process

- 1.8. [Planning Practice Guidance](#) sets out a five stage process for undertaking a sustainability appraisal, replicated in figure 1 below.
- 1.9. Stage A is “setting the context and objectives, establishing the baseline and deciding on the scope”. This stage was undertaken through the preparation of a scoping report which contained information on related plans and programmes, baseline environmental, economic, and social data for the borough, identification of the key sustainability problems in the borough, and the sustainability appraisal framework. The first draft of the scoping report for this sustainability appraisal was published in December 2016 and sent for consultation to the statutory consultees and the surrounding local authorities. An updated scoping report, containing more recent data and addressing comments and concerns raised during the consultation, [was published in June 2017](#).

- 1.10. This report represents Stages B and C of the process. Stage B is to develop and refine alternatives within the scope of the plan, and to assess the potential effects of these alternatives. This should include a consideration of mitigation measures and monitoring. Stage C is the preparation of the sustainability appraisal report.
- 1.11. A sustainability appraisal report for the Regulation 18 draft of the Development Management Plan [was published in June 2016](#). This was used as part of the process of finalising the Development Management Plan objectives and policy approaches, and it has not been felt necessary to evaluate a range of options in these two areas in this report – the two reports should therefore be read in conjunction with each other. The [2014 Reigate & Banstead Core Strategy](#) appraised a range of spatial options for development in the borough [through a sustainability appraisal](#), and as these are now contained within the adopted Core Strategy, it has also not been felt necessary to re-appraise broad spatial options like this. The confirmed objectives and policies have been appraised, and all potential site allocations have been appraised, even where they were previously appraised in the Regulation 18 sustainability appraisal – this has been done to ensure that all appraisals within this report are consistent with one another. This report also includes an appraisal of potential spatial approaches to safeguarded land beyond the plan period, which was not included in the Regulation 18 sustainability appraisal.
- 1.12. Stage D is for this report to be consulted on by the statutory consultees and the public. The consultation period for this report will be identical to the general Regulation 19 consultation period for the Development Management Plan.
- 1.13. Stage E is the publication of a post-adoption statement and the monitoring of the effects of the local plan as it is implemented. This stage is beyond the scope of this report, although possibilities for monitoring are identified toward the end of the report. Stage E will be implemented by the Council after the Development Management Plan is adopted.

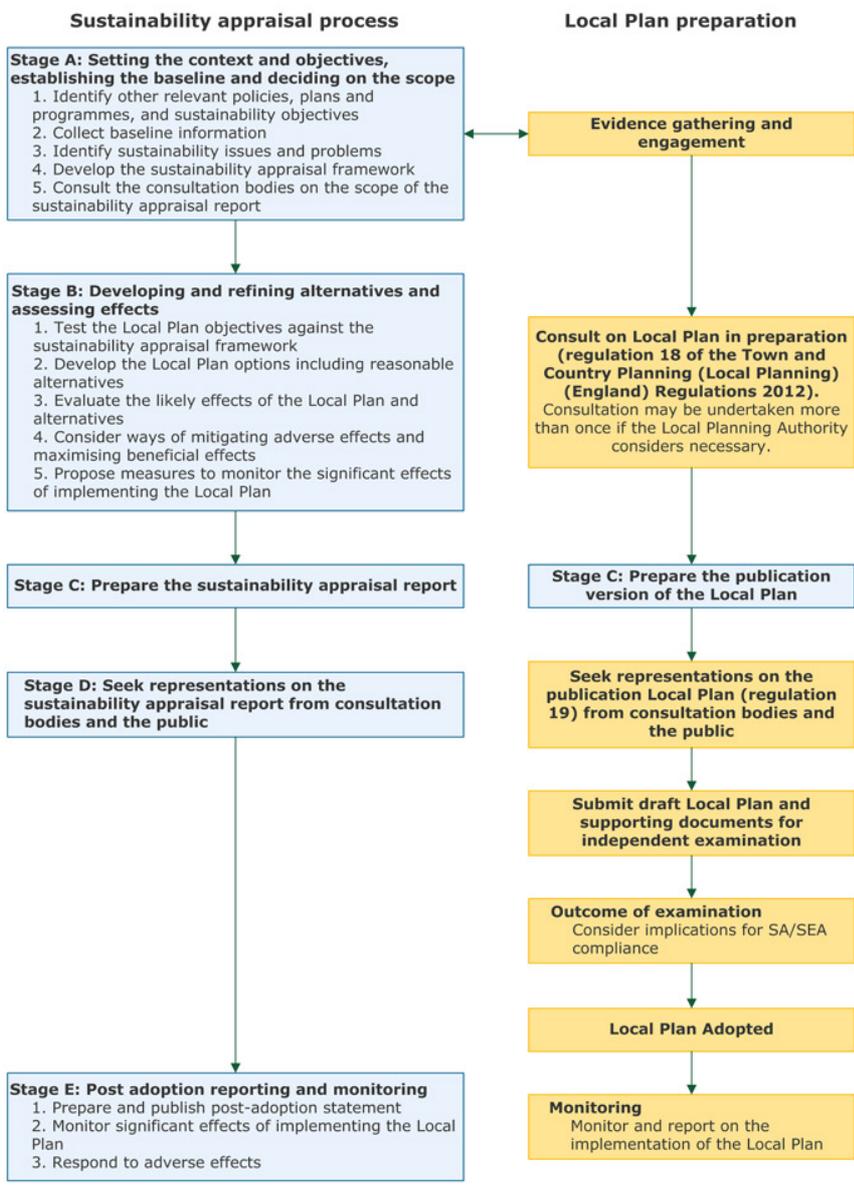


Figure 1: Flow chart of sustainability appraisal process (Planning Practice Guidance)

## The Development Management Plan

1.14. The Reigate & Banstead local plan will contain two key documents – the Core Strategy and the Development Management Plan. [The Core Strategy](#) was formally adopted on 3 July 2014, and sets out a strategic vision for the borough up to 2027. It provides an overarching spatial vision, a set of 21 core

strategic objectives, and a set of 18 strategic policies that will deliver the vision and objectives over the life of the Core Strategy.

- 1.15. The Development Management Plan is the second major element of the local plan, and aims to provide specific, actionable policies to guide decision-making and development in the borough, and to implement the vision, objectives, and policies of the Core Strategy. The Development Management Plan will contain policies against which applications for planning permission will be judged, and site allocations that will assist the borough in achieving the strategic goals of the Core Strategy, particularly in relation to housing provision.

## The Layout of This Report

- 1.16. This section of the report has provided the background context for the sustainability appraisal. The second section will summarise the scoping report. The third section will describe the methodology used for the appraisal of objectives, policies, spatial options, and sites, including a description of how alternative options were developed. The fourth section will describe the outcomes of the appraisal process. The fifth section will briefly discuss secondary, cumulative, and synergistic effects, as required under the Strategic Environmental Assessment Directive. The sixth section will close the report by briefly discussing future monitoring of the impacts of the plan.
- 1.17. A number of appendices can be found at the end of the report containing, among other information, detailed appraisal tables for each objective, policy, spatial option, and site that was evaluated. These appendices will be described at the appropriate points in the report.

## 2. Summary of Scoping Report

- 2.1. The scoping report for the sustainability appraisal was published in December 2016, and sent for consultation with the statutory consultees and all surrounding local authorities. An updated scoping report, containing more recent data and amended in the light of comments received during the consultation period, was published in June 2017. This section of the report briefly summarises the findings of the scoping report. [The full report can be found on the Council's website.](#)

### Relevant Plans, Policies, Programmes, and Sustainability Objectives

- 2.2. The first section of the scoping report looked at existing plans, programmes, and objectives that could affect or influence the aims of the Development Management Plan.
- 2.3. On the international level, key issues included a general commitment to implementing social, economic, and environmental sustainability through the Johannesburg Declaration on Sustainable Development (2002), attempts to reduce and stabilise greenhouse gases through the Kyoto Protocol (1997), and the application of the precautionary principle to protect and share the benefits of biodiversity through the Convention on Biological Diversity (1992).
- 2.4. At the European Level, a number of EU Directives commit the UK to particular objectives. On energy issues, the Energy Efficiency Directive (2012) requires a 20% improvement in energy efficiency by 2020; the Energy Performance of Buildings Directive (2010) requires all new buildings to be nearly zero-energy by 2020; and the Renewable Energy Directive (2009) requires 15% of all energy to come from renewable sources and 10% of transport fuel to come from sustainably-sourced biofuels by 2020. The Birds Directive (2009) and Habitats Directive (1992) create networks of protected spaces to provide safety for endangered species. The Air Quality Directive (2008), Floods Directive (2007), and Environmental Noise Directive (2002) all set objectives to protect citizens from negative effects of their local environment.
- 2.5. At a national level, the National Planning Policy Framework (2012) aims to create sustainable development within the UK, and a number of sections in the document address how development can be sustainable in terms of providing economic and social benefits within environmental limits. The

Climate Change Plan (2010) builds on the Climate Change Act (2008) which committed to an 80% reduction in greenhouse gas emissions by 2050. A number of other strategies and statements have been published over the past decade, addressing energy efficiency, waste management, biodiversity, sustainable forestry, and housing, many of them implementing aspects of European or international policy.

- 2.6. At the regional level, the borough is committed to the protection and sustainable management of the Surrey Hills Area of Outstanding Natural Beauty, as outlined in that area's Management Plan (2014); and is involved in both the Gatwick Diamond and Coast 2 Capital initiatives that aim to boost economic and social outcomes in the region. The document Biodiversity planning in Surrey (2014) also identifies the Mole Gap to Reigate Escarpment Special Area of Conservation as the key biodiversity resource in the borough.
- 2.7. A full description of all the plans, policies, programmes, and objectives looked at, as well as a brief description of how they might be taken account of in the Development management Plan, can be found in [Appendix B](#).

## Baseline Information

- 2.8. The second section of the scoping report collected a range of information on social, economic, and environmental issues in Reigate & Banstead borough, attempting to identify positive or negative trends where possible, and to make comparisons with other local authorities or figures for the wider region or country where available.
- 2.9. Some notable statistics related to social issues included the ageing demographics of the borough – over-60s make up the largest age category recorded in the borough, while 18-29 year olds make up the smallest, and population projections suggest that the number of over-70s will almost double by 2039. The borough has a problem with housing affordability, with average house prices 31.3% higher and average monthly rent 18.6% higher than across the southeast as a whole. In general, health issues are comparable to the country as a whole, but 63.8% of adults are considered overweight or obese and only 55.7% of adults are classified as physically active. Three wards – Horley Central, Merstham, and Preston – have child obesity rates of over 15%.
- 2.10. Private cars are by far the most popular method of transport in the borough, with 58.5% of working-age residents driving their own car to work – despite this, the use of cars for commuting is actually lower than for the southeast as a whole due to the 15% of the population that commute via train.

- 2.11. Using figures from the Index of Multiple Deprivation, the borough is relatively very prosperous, being ranked as the 290<sup>th</sup> most deprived local authority out of 353. However, figures from 2011 found that 47% of households in the borough qualified as deprived in at least one of the measures on the index. Pockets of relative deprivation can be found in Merstham, north and central Redhill, the Woodhatch area of Reigate, and south and southwest Horley.
- 2.12. In economic terms, the largest industries in the borough are those related to healthcare and social work, finance and insurance, and wholesale and retail trade. Over 50% of working people in the borough are in professional, associate professional, technical, or managerial roles. The unemployment level is around 3%, lower than the figure for the southeast as a whole, but the borough is recorded as having the highest number of NEETs (people not in education, employment, or training) of any borough or district in Surrey, and there are relatively higher levels of unemployment in the wards of Preston, Redhill West, and Merstham. The average wage in the borough, at £629.50 per week, is higher than the southeast average, but is relatively low for Surrey – there has also been a slight drop in the average wage between 2010-2016, and further examination revealed this was caused by a large drop in women’s wages over that period, creating a clear economic gender gap.
- 2.13. On environmental sustainability, domestic electricity and gas consumption have decreased between 2010-2015, but at a slower rate than the national average, meaning the borough is becoming relatively less energy efficient over time. Despite this, per capita carbon dioxide emissions have reduced from 7.3 tonnes to 5.8 tonnes, lower than the UK average.
- 2.14. The borough contains one Special Area of Conservation (Mole Gap to Reigate Escarpment) protected under the EU Habitats Directive, two Local Nature Reserves (Earlswood Common and Reigate Heath), and four Sites of Special Scientific Interest (Banstead Downs, Chipstead Downs, Mole Gap to Reigate Escarpment, and Reigate Heath). Of these sites, Banstead Downs is the most at risk, with a condition considered to be 35% favourable, 26% recovering, and 39% declining. There are also 1,313 trees with Tree Protection Orders and 247 designated areas of ancient woodland. The majority of agricultural soil in the borough is of moderate or poor quality.
- 2.15. There are 13 Air Quality Management Areas within the borough, but the majority of these cover very small areas. The largest are located in central Redhill and southwest Horley. The overall concentration of nitrogen dioxide across the borough has decreased by 22.9% between 2006-2015. There are a number of potential sources of environmental noise in the borough, most notably Gatwick Airport (actually located just outside the borough, but still

affecting residents) and the M23 and M25 motorways. Areas in the centre and south of the borough fall within flood zones 2 and 3, particularly in parts of Horley. The north of the borough does not fall with flood zones, but is at some risk of surface flooding.

- 2.16. A table setting out a wide range of social, economic, and environmental indicators, with comparators, trends, and a summary of key problems can be found in [Appendix C](#).

## Key Sustainability Issues and Problems

- 2.17. The third section of the scoping report summarised the key sustainability issues facing the borough, and potential ways in which the Development Management Plan could address these issues. This section is replicated in full below.

### Social Issues and Problems

- 2.18. The related plans, policies, and programmes at European, national, and regional levels oblige Reigate & Banstead to make the health and wellbeing of residents a priority and to provide healthy, safe, and inclusive communities with public spaces, active street frontages, and a mixture of uses. They also oblige the borough to provide an effective, reliable, safe, and sustainable transport system, with a focus on pedestrians and cyclists.
- 2.19. The baseline information shows a number of social problems and future challenges in the borough. Housing is one of the biggest problems, with current house prices at a very high level that makes them unaffordable to many people living or working in the borough. The average house price in the borough is currently 14 times the average annual wage in the borough. This may place additional pressure on road congestion and public transport infrastructure by forcing people to commute into the borough to work, or may have an economic impact by making it more difficult for local businesses to recruit workers. At the same time, there is a high level of underoccupation of houses, with over 70% of all households having at least one spare bedroom – this suggests that the distribution of housing space is not as efficient as it could be.
- 2.20. Health is another key problem, and is likely to become more severe in the coming years as the age profile of the borough becomes older. Currently, the healthy life expectancy of residents ends at around 70 years, but the number of over-70s is expected to increase sharply over the next two decades. This puts forward the possibility of an increasing need for health care for the

elderly. In addition, there are relatively low levels of physical activity among both adults and children, and high numbers of overweight and obese people (although in line with the regional average). This may be contributing to the rising figures for coronary, cardiovascular, and stroke-related deaths among men. The borough also contains 4,000 people registered as physically disabled and 2,000 people suffering from dementia.

- 2.21. These health problems may partially be connected to the transport profile of the borough. Although a significant number of residents commute by train, the use of private cars is by far the most common way of getting around; the modal share of cycling is very low, possibly because of an unwelcoming street environment or topography; and only around half of residents walk three times a week or more.
- 2.22. Despite the general affluence of the borough, there are issues related to deprivation and poverty. The Index of Multiple Deprivation and other figures show more deprived parts of the borough clustering around Redhill, Merstham, Central Horley, and Preston. These areas display high levels of child poverty and childhood obesity, a relative lack of access to cars or vans making mobility more difficult in a borough that is dominated by private transport, and low levels of home ownership. At the same time, these areas have some of the densest populations in the borough, and breaking this link between density and deprivation will need to be a key aspect in the future sustainable development of the borough. The last few years has also seen a very large increase in the number of households placed into temporary accommodation while on the housing list.
- 2.23. The lack of museum or archaeological archiving resources in the borough is less than ideal when it comes to maintaining and promoting access to the borough's historic and cultural assets, as archaeological finds must currently be preserved in facilities in other boroughs.
- 2.24. The primary social sustainability problems that need to be addressed in the borough appear to be those related to inequality and health. While many residents of the borough are affluent enough to afford high house prices and spare rooms, pockets of deprivation continue to exist in less fortunate parts of the borough. The borough also needs to encourage healthier ways of living and travelling that can counter obesity and related diseases, as well as planning the built environment to take into account the disabled, those with dementia and related mental disorders, and the increasing population of older adults with health issues.
- 2.25. The DMP can address some of these issues by identifying the type of housing needed in the borough and the ideal locations for such housing, as well as

taking into account the need for further employment options and affordable housing in deprived areas – however, wider structural forces are likely to keep the price of housing high for the foreseeable future. To address health issues, the DMP can plan for safe and attractive open spaces throughout the borough, to encourage physical activity; as well as for an increase in the use of active transport modes through encouraging pedestrian- and cycle-friendly infrastructure in new developments. Policy on disability-friendly design, including designing for mental health issues like dementia as well as physical disabilities, could also be included. Health and education services in the borough are at or near capacity, and the needs of current and future residents of the borough in these respects could be considered through longer term development planning.

### **Economic Issues and Problems**

- 2.26. The related plans, policies, and programmes commit the borough to pursuing sustainable economic growth, and to encouraging a knowledge-based economy to flower in the region. Investment in transport and digital infrastructure is expected to take place, along with the provision of suitable houses and programmes for providing local residents with the skills necessary to take part in the local and regional economy.
- 2.27. Generally speaking, the economy of the borough is in robust shape, although many residents make their livings by commuting to surrounding boroughs. However, there is a problem around falling wages, and more particularly a large gender inequality in wages. Men's average wages have risen slightly over the past few years, while women's have fallen dramatically – to the extent that they cancel out the rise in men's wages and create an overall average decrease in pay in the borough. The income inequality can also be represented geographically, with the socially deprived areas of Merstham, Preston, and Redhill West again showing significantly lower average incomes than areas like Reigate Hill and Tadworth and Walton.
- 2.28. The social inequality highlighted above is also demonstrated in the economy of the borough as well, with higher levels of unemployment in Merstham, Preston, Redhill West, and South Park and Woodhatch than in other areas. This inequality also manifests itself in disparities of educational achievement, and in the high number of NEETs in the more economically deprived areas of the borough. This suggests that the economic prosperity of the borough is not extending to all wards, and access to education, skills, and training will need to be a priority to help reduce levels of unemployment in the most deprived areas. Knowledge-based businesses make up 29.3% of all enterprises in the borough, and the encouragement of this type of business is part of the

Gatwick Diamond and Coast 2 Capital strategic plans, so ensuring residents have the skills and ability to participate in the knowledge economy will be vital.

- 2.29. Business survival rates are above the national and regional average, but relatively low in relation to the rest of Surrey for long-term survival. This suggests that progress is being made on nurturing an entrepreneurial business culture in the borough, but that continued support will be needed to ensure new businesses are resilient.
- 2.30. The DMP could address some of these issues through site allocations that emphasise the need for employment, educational, and social facilities in deprived areas as well as housing; and potentially through policies that call on developers to employ local apprentices in the construction process to provide skills to communities. The encouragement of a mix of uses (other than residential) in Sustainable Urban Extensions is also important to ensure that businesses have the opportunity to thrive and encourage creativity within the borough, rather than creating dormitory communities.

### **Environmental Issues and Problems**

- 2.31. The related plans, policies, and programmes provide Reigate & Banstead with a large range of issues to consider. Environmental awareness is supposed to be suffused through all policies, not just those concerned directly with topics thought of as 'environmental'. There is a national requirement to improve energy efficiency by 20%; to provide 15% of all energy through renewables; to use renewable biofuels for 10% of all transport fuel; and to make all new buildings nearly zero carbon; all by the year 2020. On biodiversity and habitats, green and blue infrastructure networks are being increasingly encouraged as a new way to deal with the problem of biodiversity loss, while also allowing for greater valuation of the environment and the ecosystem services it provides. The borough will also be required to continue to protect the Mole Gap to Reigate Escarpment SAC, the SSSIs in the borough, local nature reserves and areas of ancient woodland; and should aim to protect, enhance, and increase the coverage of forested and woodland areas. The Surrey Hills AONB and AGLV will also need to be protected when considering planning and development; and impacts on rural and green belt land, particularly "the best and most versatile agricultural land" (as the NPPF paragraph 112 describes it), will also have to be taken into account.
- 2.32. A waste framework that priorities reduction, then re-use, and then recycling should be implemented, as well as attempts to reduce the proportion of waste sent to landfill. There is a national obligation to drastically reduce the emission of carbon dioxide and other greenhouse gases, with an aim to reduce emissions by 80% on 1990 levels by 2050. The borough must also try to

increase sustainable transport by encouraging greater levels of walking and cycling for shorter journeys of five miles or less. Finally, there is a requirement in the plans, policies, and programmes to manage the impacts of environmental noise and air pollution through mapping and management plans.

- 2.33. The baseline information identifies that Reigate & Banstead is doing well at reducing greenhouse gas emissions, but continues to face a number of more worrying trends. Levels of overall energy use are reducing, but at a slower rate than the national average, raising the possibility of the borough being left behind and possibly losing its position as one of the lower per capita emitters of greenhouse gases in Surrey. A key area for action here is transport emissions, which make up the largest proportion of current emissions. The borough also does not produce a significant amount of its own renewable energy – while this is not a huge problem, as energy consumed in the borough does not need to be produced here as well, focusing on ways to make the most of sustainable energy resources within existing constraints could be an important area to develop.
- 2.34. In addition to these wider issues, a number of particular sites face specific environmental pressures of various kinds. The Mole Gap to Reigate Escarpment SAC faces pressures from cultivation and groundwater pollution and recreation, while of the four SSSIs in the borough, only Reigate Heath can be said to be in a good condition, with three-quarters of its land considered ‘favourable’. In addition to this, none of the major bodies of groundwater or surface water in the borough are in excellent condition – with the groundwater suffering from quantity issues, and the surface water showing poor ecological quality. These water bodies also pose a flooding risk to large parts of the south of the borough, and some areas in the centre.
- 2.35. Beyond these designated areas, the wider network of green infrastructure and landscape in the borough will need to be addressed. Biodiversity requires networks of connected natural spaces in order to flourish, and with increasing pressure to use land for housing, it will be important to ensure that such a network continues to exist – a green infrastructure approach may also make it possible to examine ways in which to increase biodiversity within the urban area. The growth of housing also poses potential problems to the landscape character of the borough. Careful design and location of housing will be required to avoid suburban sprawl beyond the boundaries of the existing urban areas; and to existing uses of rural land, such as food production and other agricultural and forestry uses. These competing demands will need to be carefully balanced, without falling too heavily in favour of turning land over to housing developments, whilst also recognising that local housing needs must be met.

- 2.36. The town centres, particularly in the south and centre of the borough, also suffer from light pollution at night and environmental noise impacts from Gatwick Airport and the motorways, and are also shown by heat mapping to require large amounts of energy. The heat mapping also shows that rural properties and large individual developments like hospitals are using significant amounts of energy. Although air pollution throughout the borough is waning, there remain a number of AQMAs that will need to be addressed to provide cleaner, healthier air for residents – however, in many cases, the source of the problem is background traffic from areas outside the borough, making this difficult for the council to control. In terms of waste, the borough is one of the better performers among local authorities, but could still do better, with almost 50% of waste still going to landfill.
- 2.37. Flood risk is also a concern in the borough, with much of the land south of the M25 susceptible to flooding. This problem is likely to increase in severity in the coming years as the effects of climate change are felt more greatly. As development will need to be steered away from areas of greatest flood risk to protect people and property, this will place additional pressures on the remaining developable land in the borough.
- 2.38. Policies in the DMP can help to address these issues by focusing on the need for new developments to contribute to green infrastructure, sustainable transport modes, and renewable energy production where possible. Following national policy, the DMP can also encourage development away from areas of potential flood risk, and call for mitigation measures for development in areas of potential health risk such as those with high levels of noise or air pollution. Site allocations in the DMP can help to protect important landscapes in the borough and prevent sprawl through careful site selection. A Habitats Regulations Assessment accompanying the Sustainability Appraisal of the DMP will assess the impact of proposed developments on protected sites and ensure that, where necessary, appropriate measures are provided to avoid adverse impacts.

## The Sustainability Appraisal Framework

- 2.39. The fourth section of the scoping report set out the framework that will be used for the sustainability appraisal. The framework to be used for the appraisal is based on a pre-existing set of objectives called the East Surrey Local Authority Sustainability Objectives. These sixteen objectives have been developed, consulted on, and refined over a number of years. They provide a robust framework for sustainability appraisal and allow for continuity and

better cross-boundary alignment of sustainability appraisals across the east Surrey region.

2.40. The East Surrey Sustainability Objectives were developed and are used by Reigate & Banstead Borough Council, Mole Valley District Council, Elmbridge Borough Council, Tandridge District Council, and Epsom & Ewell Borough Council. In refining and developing the most recent version of the objectives (which reduced their number to sixteen), consultation was undertaken with Historic England, Environment Agency, Natural England, Surrey County Council, mayor of London/Greater London Authority, and the London Boroughs of Kingston, Sutton, Merton, Croydon, and Richmond Upon Thames.

2.41. The objectives are laid out in figure 2 below, and are replicated with guiding questions in [Appendix D](#).

Number	Objective
1	To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford
2	To facilitate the improved health and wellbeing of the whole population
3	To conserve and enhance archaeological, historic, and cultural assets and their setting
4	To reduce the need to travel, encourage sustainable transport options and improve accessibility to all services and facilities
5	To make the best use of previously developed land and existing buildings
6	To support economic growth which is inclusive, innovative, and sustainable
7	To provide for employment opportunities to meet the needs of the local economy
8	To reduce greenhouse gas emissions and move to a low carbon economy
9	To use natural resources prudently
10	To adapt to the changing climate
11	To reduce flood risk
12	To improve the water quality of rivers and groundwater, and maintain an adequate supply of water
13	To reduce land contamination and safeguard soil quality and quantity
14	To ensure air quality continues to improve and noise and light pollution are reduced
15	To protect and enhance landscape character
16	To conserve and enhance biodiversity

*Figure 2: Sustainability Framework Objectives*

## Consultation

- 2.42. The first draft of the scoping report was consulted on between 2 December 2016 and 6 January 2017. The full list of consultees included: Historic England, Natural England, Environment Agency, Surrey County Council, West Sussex County Council, Elmbridge Borough Council, Tandridge District Council, Mole Valley District Council, Epsom & Ewell Borough Council, London Borough of Croydon, London Borough of Sutton, Crawley Borough Council, Horsham District Council, and Mid Sussex District Council.
- 2.43. Consultees were asked the following eight questions about the report, and encouraged to add comments about any other aspect of the report:
- Have the relevant policies, plans, programmes or sustainability objectives been correctly identified?
  - Are there any other policies, plan, programmes or sustainability objectives relevant to Reigate & Banstead which should be included?
  - Do you agree the baseline information collected is relevant, accurate and in sufficient detail to support the plan?
  - Are there any other relevant pieces of baseline information for Reigate & Banstead that the scoping report has not identified?
  - Do you agree that all sustainability issues facing the borough have been identified?
  - Are there any other pressing sustainability issues or opportunities that the local plan could help address?
  - The East Surrey sustainability objectives have already been subject to consultation with statutory consultees; however, please let us know if you have any comments on them.
  - Are the sustainability issues adequately reflected in the sustainability appraisal objectives?
- 2.44. Seven responses were received to the consultation. There were substantive responses from Historic England, Natural England, Environment Agency, and Surrey County Council. The responses, and the impact they had on the final scoping report draft, are summarised in [Appendix E](#). Elmbridge Borough Council, Tandridge District Council, and Mole Valley District Council responded to say that they had no substantive comments to make.

## 3. Sustainability Appraisal Methodology

### Development of Alternatives

- 3.1. The Development Management Plan objectives emerged during the preparation of the Regulation 18 consultation document. As the purpose of the Development Management Plan is to facilitate the implementation of the strategic priorities for the borough identified in the Core Strategy, the objectives are similar to those found in the Core Strategy. These objectives were evaluated in the Regulation 18 sustainability appraisal, and based on representations received during the consultation, it has been decided to keep the same set of objectives for the Regulation 19 stage.
- 3.2. A number of potential policy approaches were developed and evaluated during the Regulation 18 stage. Preferred choices were then included and consulted upon in the Regulation 18 consultation document. These preferred policy options have been further refined in response to representations received during the consultation process, discussions with statutory consultees and other local authorities as part of the duty to cooperate, and informal consultations with local councillors. It is these preferred policy options that are appraised in this report.
- 3.3. The only instance in which policy options have been re-appraised, rather than only appraising the finished policy, is in the case of airport parking. This is in response to a representation to the Regulation 18 consultation, which noted some confusing and inconsistent elements to the policy option appraisal for this issue in the Regulation 18 sustainability appraisal. In addition, a number of new policies have emerged since the Regulation 18 consultation, and in these instances a full appraisal of potential policy options has been included in this report.
- 3.4. Potential urban development sites have been identified from a number of sources. In the Regulation 18 sustainability appraisal, 32 sites were evaluated, based on information from the Council's Strategic Housing Land Availability Assessment (SHLAA) technical work. A number of additional sites were promoted through the Regulation 18 consultation process, and 19 sites identified in such a manner are appraised in this report. An additional 10 potentially viable sites were identified through the Council's Housing and Employment Land Availability Assessment (HELAA), and these sites are also

appraised in this report. From these sources, a total of 66 potential urban site allocations have been appraised.

- 3.5. At the Regulation 18 stage, 33 sites were evaluated as potential Sustainable Urban Extensions, and 14 sites evaluated as potential Strategic Employment Sites. No additional sites have been identified through the Regulation 18 consultation.
- 3.6. Since the Regulation 18 consultation document was published, work has been undertaken to identify potential sites to safeguard beyond the end of the current plan period, in line with national policy on this issue. Five potential spatial options have been developed by officers for safeguarded land, based on the possibilities of safeguarding land for small, medium, or large urban extensions, or medium or large standalone settlements. These five options have been appraised in this report. In addition, 37 potential safeguarded land sites have been identified from previous technical work undertaken for the Core Strategy and Development Management Plan Regulation 18 consultation document. These sites have been appraised in this report.
- 3.7. A Traveller Site Land Availability Assessment was undertaken to identify potentially suitable land for pitches. The vast majority of sites identified in that work were unsuitable due to various constraints or unavailable, leaving eight sites to be appraised in this report.
- 3.8. During the processes of developing the Core Strategy, the Regulation 18 consultation document, and the Regulation 19 Development Management Plan document, a wide enough range of spatial options, objectives, policy approaches, and potential site allocations have been appraised for this to be considered a robust and sound approach to planning for the borough.

## Appraisal Process

- 3.9. Each objective, policy, spatial option, and potential site allocation has been evaluated against the same sixteen objectives taken from the East Surrey Local Authority Sustainability Objectives discussed in paragraphs 2.39-2.41 above. A number of guiding questions exist for each objective to aid decision making, and these can be seen in [Appendix D](#).
- 3.10. For each sustainability objective, the objective, policy, spatial option, or site allocation being appraised was awarded one of five scores, as seen below in figure 3.

++	This is expected to have a very positive impact on achieving the sustainability objective
+	This is expected to have a positive impact on achieving the sustainability objective
0	This is expected to have a neutral impact on achieving the sustainability objective
-	This is expected to have a negative impact on achieving the sustainability objective
--	This is expected to have a very negative impact on achieving the sustainability objective

*Figure 3: Sustainability appraisal scoring method*

- 3.11. An explanation for each score is given in the individual assessment tables, which can be found in Appendices F to N. Where applicable, suggestions have also been made as to possible mitigation measures that could reduce negative impacts or accentuate positive ones.
- 3.12. No attempt has been made to develop an ‘overall’ scoring system for each site, as it was considered that reducing the process to a single quantitative measure would be an inaccurate representation of the complexities of considering sustainability across the three dimensions of the social, economic, and environmental. A site could, for example, score positively on a wide range of objectives, but have such a negative impact on one or two objectives that it is considered a highly unsustainable choice when considered qualitatively. Consequently, each appraisal should be considered in its entirety, and in relation to all other appraisals within each category, when being used to aid decision-making on the Development Management Plan.
- 3.13. Appraisal and scoring for sites was done through desktop research, using GIS systems, previously developed constraints assessments where available, and existing planning documents – most notably the [Borough Wide Landscape and Townscape Character Assessment](#) (2008). All assessments have been primarily undertaken by a single officer in an attempt to maintain consistent scoring across all the appraisals within each category, and across all categories.
- 3.14. In a few cases where clear information is not available, or where a sustainability objective has no clear applicability to an appraisal, this has been explained in the text of the assessment table and noted with a question mark rather than a score.
- 3.15. For some objectives, there are clear data points that can be used in the appraisal. For example, when assessing effects on heritage for objective 3, an officer can use GIS systems to see what listed buildings or other heritage designations are in the proximity of a potential site allocation, and can then

judge how likely these designations are to be affected by a development of the proposed size on the potential site. For other objectives, however, assessments are more subjective – when assessing the potential effects on health and wellbeing for objective 2, an officer can consider the likelihood of new residents in a development to walk or use a car to access services, the proximity to parks or other open spaces or leisure facilities, the proximity to GP services or pharmacies, and the proximity to potential sources of environmental noise or air pollution. But there is no single, relatively clear measure, designation, or GIS layer against which a development's potential impact on health and wellbeing can be compared in the same way as it can to a map of heritage designations. In some instances then, some subjectivity in the assessment must be accepted, but the accompanying text for each appraisal aims to make clear why a particular score has been awarded.

## 4. Sustainability Appraisal Assessments

- 4.1. The following sections provide the overall assessment tables for each category that was appraised, along with a brief commentary on the outcomes of the assessment. The full assessment tables for each individual objective, policy, spatial option, or potential site allocation can be found in Appendices F to N.

### Development Management Plan Objectives

- 4.2. In total, 23 objectives were appraised covering the three key themes of the Development Management Plan. The majority of objectives scored well, with 19 of the objectives receiving no negative scores at all.
- 4.3. Of the remaining objectives, there were concerns that SC6 on parking might encourage a greater surface coverage of hard standing in the borough, and that while it might encourage some use of sustainable transport, it was also encouraging continued use of cars. SC10 on landscape was thought to have some potential to hinder renewable energy development in the borough, due to the impact of wind energy on landscape character. And PS1 and PS2 on gypsies, travellers and travelling showpeople, and cemetery provision were expected to see greenfield sites used to achieve them rather than brownfield land.
- 4.4. There was a relatively high amount of missing or unknowable data for this appraisal, in situations where the specific choice of site will determine the impact on a sustainability objective, rather than the general principle of the Development Management Plan objective itself.
- 4.5. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix F](#).

Development Management Plan Objectives																	
Objective	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
PE1 - Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough	0	+	0	+	+	++	++	?	?	0	0	0	+	?	+	0	This objective will have positive impacts on the economic objectives of the framework, encouraging businesses to continue to locate in the borough and provide employment opportunities. By providing employment within the borough, it may also reduce the need to travel.
PE2 - Provide flexibility for local businesses to start up, grow, diversify, and prosper	0	+	0	+	0	++	++	?	?	0	0	0	0	?	0	0	This objective will have positive impacts on the economic objectives of the framework, encouraging businesses to continue to locate in the borough and provide employment opportunities. By providing employment within the borough, it may also reduce the need to travel. Encouraging new businesses to start can also potentially address issues of social deprivation and exclusion.

PE3 - Help new development to deliver jobs and skills benefits for local people	0	+	0	+	0	++	++	?	?	0	0	0	0	?	0	0	This objective will have positive impacts on the economic objectives of the framework, encouraging businesses to continue to locate in the borough and provide employment opportunities. By providing employment within the borough, it may also reduce the need to travel. Encouraging new businesses to start and residents to learn new skills can also potentially address issues of social deprivation and exclusion.
PE4 - Protect the vitality and viability of our town centre shopping areas	0	+	0	++	+	++	++	+	0	0	0	0	0	0	0	0	Encouraging the continued vitality of town centres will have positive impacts on the economy of the borough and ensure town centres continue to provide employment opportunities for residents. The focus on compact, accessible town centre locations can also reduce the need to travel and promote healthy, low carbon transport practices such as walking.

PE5 - Protect the viability of smaller scale but vital local shopping areas	0	+	0	+	+	+	+	+	0	0	0	0	0	0	0	0	Encouraging the continued viability of local centres will have positive impacts on the economy of the borough and ensure local centres continue to provide access to services and some employment opportunities for residents. This can also reduce the need to travel and can promote healthy, low carbon transport practices such as walking.
PE6 - Ensure that both town and local centres are resilient and able to respond to future changes	0	0	0	+	+	++	+	0	0	0	0	0	0	0	0	0	Encouraging the continued resilience and flexibility of town and local centres will have positive impacts on the economy of the borough and ensure town centres continue to provide employment opportunities for residents. The focus on compact, accessible town centre locations can also reduce the need to travel.
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	+	+	++	0	++	0	0	+	++	+	0	0	+	+	++	0	This objective will help to deliver an appropriate amount of well-designed, healthy housing, with a focus on previously developed land. Well-designed housing can protect landscape character and heritage assets, and can be designed to reduce energy

																		consumption and contain flood protection measures.
SC2 - to ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants	++	+	0	0	0	++	0	+	0	0	0	0	0	+	+	0		This objective has a very positive impact on the provision of housing in the borough, and ensuring suitable housing is available to people on a range of incomes can reduce stress and improve health outcomes. Appropriate types of housing can also protect landscape character, minimise the impacts of air and noise pollution through good design, and possibly provide a greater number of smaller houses that may use less energy.
SC3 - To minimise the impacts of development, and the development process on local residents and local amenity	0	++	0	0	0	0	0	0	0	0	0	0	+	++	0	0		This objective will promote the health of residents and potentially improve air quality and reduce the risk of land contamination.

SC4 - Protect the most valuable open space within the urban areas	0	++	+	0	0	0	0	0	0	+	++	+	0	++	++	++	Protecting open spaces in the borough contributes to public health by encouraging walking and, to some extent, cycling. It also reduces flood risk due to the soft landscaping of open spaces, and helps to protect landscape, heritage, and biodiversity assets.
SC5 - Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision	+	++	0	+	0	0	0	0	0	+	++	+	0	++	+	+	Providing new open spaces in the borough contributes to public health by encouraging walking and, to some extent, cycling. It also reduces flood risk due to the soft landscaping of open spaces, and helps to protect landscape, heritage, and biodiversity assets.
SC6 - Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations	0	+	-	+	0	0	0	?	0	-	-	0	0	?	-	-	This objective may lead to the introduction of more parking spaces, which can undermine heritage assets, landscape character, and biodiversity, and could increase flood risk by increasing the amount of hard surfaces in the borough. However, the objective does recognise the need to encourage sustainable transport options as well, which may reduce car use to some extent and promote healthier

																	alternatives like cycling and walking.
SC7 - Ensure new developments are served by safe and well-designed access for vehicles, pedestrians, and cyclists	0	+	0	+	0	0	0	+	0	0	0	0	0	+	0	0	This objective will encourage the use of walking and cycling by making them safer, promoting healthy living and reducing carbon emissions and air pollution.
SC8 - Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies	0	0	0	0	0	0	0	++	++	++	++	0	0	+	?	+	This objective will reduce energy consumption and carbon emissions, improve air quality somewhat, and reduce flood risk by including climate change resilience measures in new developments.
SC9 - Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase	+	++	0	0	0	0	0	0	0	++	++	+	0	0	0	0	This objective reduces flood risk, which also contributes to water quality, health and quality of life, and enables new housing to be built.

flood risk elsewhere or result in a reduction in water quality																																																																																																																																																																																																																																																																																																																																																																																															Protecting landscape and biodiversity features has a strong positive impact on the landscape and biodiversity objectives of the sustainability framework, and can also help to preserve heritage assets and reduce flood risk by maintaining a greater percentage of soft landscaping. However, the impact of landscape protection on the ability to deliver new houses is contentious, and landscape protection can sometimes be incompatible with the installation of renewable energy technologies.
SC10 - Ensure new development protects, and enhances wherever possible, the borough's landscapes and biodiversity interest features, providing the highest degree of protection to international and nationally designated areas	?	+	+	0	0	0	0	-	-	+	+	0	0	0	++	++																																																																																																																																																																																																																																																																																																																																																																															

<p>SC11 - Maximise the contribution of new development to a comprehensive green infrastructure network across the borough</p>	0	++	+	+	0	0	0	+	0	++	++	0	0	+	++	++	<p>A green infrastructure network has a strong positive impact on the landscape and biodiversity objectives of the sustainability framework, and can also help to preserve heritage assets and reduce flood risk by maintaining a greater percentage of soft landscaping. As green infrastructure networks prioritise connectivity and encourage walking and cycling, they can also have positive impacts on reducing the need to travel, reducing carbon emissions, and public health.</p>
<p>SC12 - Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use</p>	0	0	0	+	++	0	0	0	0	0	0	0	++	0	++	0	<p>This objective encourages the use of previously developed land in urban areas by reducing the amount of greenfield land that can be built on. The greenbelt also contributes to landscape protection in the borough and helps to preserve some of the more valuable soils.</p>
<p>SC13 - Conserve and enhance heritage assets across the borough, supporting their continuing viable</p>	0	0	++	0	+	0	0	0	0	0	0	0	0	0	+	0	<p>This objective will protect heritage assets across the borough, and encourage their reuse for appropriate purposes.</p>

use and cultural benefits																	
PS1 - Identify a local target for Gypsy, Traveller, and Travelling Showpeople sites, and allocate sites to achieve this target	++	++	0	?	-	0	0	0	0	0	+	+	?	0	?	?	This objective will ensure that enough housing is provided for these communities, and may reduce overcrowding and improve living conditions. However, this objective is unlikely to prioritise the use of previously developed land.
PS2 - Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles	0	0	0	+	-	0	0	+	0	0	0	0	?	0	?	?	Sustainable location of these facilities can decrease the need to travel and reduce carbon emissions, although they are likely to be located on greenfield rather than previously developed sites.
PS3 - Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles	++	++	+	+	++	+	+	?	0	+	++	0	?	?	?	?	Allocating sites in line with the Core Strategy and sustainability principles will see land provided for housing and employment uses, open space provided to contribute to residents' health, consideration of how to reduce the need to travel and encourage walking, cycling and public transport use, and the reduction of flood risk by locating developments away from sequentially unpreferable areas.

<p>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</p>	+	++	0	++	0	0	0	+	0	++	++	+	0	0	0	0	<p>This objective will provide the infrastructure necessary to enable new housing development and will provide the services needed to cater for the health of the population while reducing the need to travel long distances to these services. It can also reduce flood risk, improve water quality, and reduce carbon emissions by providing for the provision of SUDS, sewerage, and renewable energy.</p>
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## Potential Policy Options

### Airport Parking

- 4.6. A representation received during the Regulation 18 Development Management Plan consultation noted some problems with the sustainability appraisal for airport parking policy options. Two different appraisals had been undertaken – one for ‘Gatwick Airport Car Parking’ and one for ‘Airport Parking’. No clear explanation was given as to the difference between these two assessments, or why two assessments had been undertaken rather than one.
- 4.7. The Gatwick Airport Car Parking appraisal explored two options: to not have a policy on the issue and rely on the Core Strategy and National Planning Policy Framework to make decisions on airport car parking proposals; and to have a specific policy to resist airport car parking within the borough. The Airport Parking appraisal also explored two options: to not have a policy on the issue, and to retain the existing policy on this issue from the 2005 Borough Local Plan, Policy Em 11. It was unclear why the two appraisals explored different sets of options. Furthermore, the option of not having a policy, despite ostensibly being identical for both appraisals, had been scored differently – again, with no clear explanation as to the difference between them.
- 4.8. Consequently, it has been decided to undertake a second, more comprehensive appraisal of airport parking policy options in this sustainability appraisal. This appraisal supports the choice of policy in the Development Management Plan Regulation 19 document.
- 4.9. Three options have been explored in this appraisal, essentially combining the two assessments undertaken at the Regulation 18 stage. Option 1 is to not have a policy on this issue, and rely on the Core Strategy and National Planning Policy Framework. This option is essentially a relaxation of the current policy on airport parking, which encourages on-airport parking, with some strict exceptions. Option 2 is to retain that current policy from the 2005 Borough Local Plan. Option 3 is to have a more restrictive policy than at present, by introducing a policy that specifically seeks to restrict airport parking within the borough.
- 4.10. The chosen option of these three is Option 3. Options 2 and 3 were shown to be clearly preferable in terms of sustainability to Option 1. Option 1 scored negatively on six objectives, relating to air quality, noise pollution, traffic congestion, sustainable travel, previously developed land, and landscape character, and scored positively on only one objective relating to employment.

Objectives 2 and 3 scored negatively on none of the objectives, and scored positively on five of them, relating primarily to the issues on which Option 1 scored negatively. However, the positive effects of Option 2 stemmed from the fact that it largely restricts airport parking in the borough except in very special circumstances. Option 3, on the other hand, completely restricts airport parking within the borough, and therefore scores even more positively on the same objectives, and is the chosen option.

- 4.11. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix G](#).

#### New Policies

- 4.12. A number of new policies are contained in the Regulation 19 Development Management Plan that have not previously been appraised. For each of them, a range of potential policy options have been explored and appraised.
- 4.13. For policy DES6 (Affordable Housing), the chosen option is Option 2, because this allows the Development Management Plan to contain an updated policy that changes the thresholds and proportions of affordable housing required, in order to maximise the amount of affordable housing brought forward in the borough.
- 4.14. For policy DES7 (Specialist Accommodation), two appraisals were undertaken, one for caravans and one for older people's accommodation. In both cases, the chosen option was Option 2, to have a specific policy on these issues. This ensures that the need for these types of accommodation are suitably taken account of and catered for in the plan.
- 4.15. For policy INF2 (Community Facilities), the chosen option is Option 2. Having an updated policy on community facilities in the Development management Plan provides more details about the circumstances under which the loss of community facilities will be considered acceptable, providing additional certainty to developers and planners.
- 4.16. For policy CCF1 (Climate Change Mitigation), the chosen option is Option 2 and 3, to include specific policies on renewable energy provision and energy and water efficiency. It was felt that the existing Core Strategy policies on sustainable development and construction are strong, but do not suitably cover the issues raised in Options 2 and 3, and that Options 2 and 3 would complement the Core Strategy policy and strengthen climate change mitigation in the borough.

- 4.17. For policy INF1 (Infrastructure), the chosen option is Option 2. A specific policy in the Development Management Plan will allow for more detail on what is expected of developers in terms of infrastructure provision, providing additional certainty.
- 4.18. For policy MLS2 (Safeguarded Land for Development Beyond the Plan Period), the chosen option is Option 3, to adopt a supply-led approach to safeguarded land beyond the current plan period. Choosing not to safeguard land may lead to a situation in which the borough faces a housing land shortfall at the end of the plan period, which could lead to planning by appeal and a number of negative impacts on biodiversity, landscape, and heritage assets. Choosing not to safeguard land may also not be considered compliant with national policy by an Inspector. The second option considered was to safeguard land equivalent to a certain number of years of housing land supply, for example, ten years of housing land supply. This would be preferable to Option 1, but may lead to the safeguarding of unsustainable sites in order to meet an arbitrary target if sustainable sites do not provide the right number of years of housing land supply. Consequently, it was felt that a supply-led approach would be the most sustainable option – this would involve the assessment and identification of the most sustainable sites for safeguarded land, regardless of the number of years of housing land supply they provide.
- 4.19. For policy RED9, the chosen option is Option 2, to release the land from the greenbelt to facilitate hospital expansion on the existing hospital site. The alternative would be either for the hospital not to expand, which could have a negative impact on health outcomes in the borough; or for the expansion to take place on a separate site or multiple sites scattered across the borough, which would increase the need to travel and reduce ease of accessibility to the hospital for residents. Under these circumstances, the release of the land from the greenbelt was felt to be the most sustainable option.
- 4.20. The results of the assessments can be seen in the tables below. The individual assessments can be seen in [Appendix G](#).

Airport Parking Policy Options																		
Option	Sustainability Objective																Comments	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Option 1: Do not have a specific policy - rely on Core Strategy/NPPF	0	-	0	-	-	0	+	-	0	0	0	0	0	0	-	-	0	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. Additional parking is likely to lead to additional car trips to the airport, and would not support the current Gatwick Airport strategy of achieving a 40% modal share of sustainable transport journeys to the airport. The additional car trips would have a negative impact on air quality, traffic congestion, and noise pollution, and additional land used for car parking would damage landscape or townscape character, and potentially be a poor use of previously developed land. However, this option would potentially provide some additional employment within the borough.

<p>Option 2: Retain existing BLP policy which allows airport car parking provision in the borough as long as it is consistent with other policies</p>	0	0	0	+	+	0	0	+	0	0	0	0	0	+	+	0	<p>This option would see the majority of airport car parking within the boundary of Gatwick Airport itself. This would assist Gatwick Airport in achieving the target of 40% modal share for sustainable transport journeys to the airport, and thus would aid in reducing the amount of car journeys made. This would have positive impacts on air quality, traffic congestion, and noise pollution, as well as allowing previously developed land to be put to better use than car parking.</p>
<p>Option 3: Have specific policy that seeks to resist airport car parking provision in the borough</p>	0	0	0	++	++	0	0	++	0	0	0	0	0	++	++	0	<p>This option would likely see all airport car parking within the boundary of Gatwick Airport itself. This would assist Gatwick Airport in achieving the target of 40% modal share for sustainable transport journeys to the airport, and thus would aid in reducing the amount of car journeys made. This would have positive impacts on air quality, traffic congestion, and noise pollution, as well as allowing previously developed land to be put to better use than car parking.</p>

Affordable Housing Policy Options																	
Option	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Option 1 - rely on Core Strategy policy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	This approach would maintain current levels of affordable house provision in the borough, having a neutral impact.
Option 2 - have an updated policy on affordable housing	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	This approach would maximise the level of affordable housing provision in the borough, ensuring greater access to appropriate housing.

Caravan Policy Options																	
Option	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Option 1 - rely on Core Strategy national planning policies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Relying on national policy for this topic may mean that planning for caravans takes place on an ad hoc basis, and the need for this kind of accommodation is not adequately catered for.
Option 2 - have a specific policy on caravans	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Including a policy in the DMP on caravans can ensure that this kind of accommodation is adequately catered for.

Older People's Accommodation Policy Options																	
Option	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Option 1 - rely on NPPF	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Relying on national policy for this topic may mean that planning for older people's accommodation takes place on an ad hoc basis, and the need for this kind of accommodation is not adequately catered for.
Option 2 - have a specific policy on older people's accommodation	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Including a DMP policy on this topic could ensure that older people's accommodation is suitably catered for in the borough, and the provision of suitable housing for older people could also increase wellbeing.

Community Facilities Policy Options																	
Option	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Option 1 - rely on Core Strategy policy	0	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0	The Core Strategy policy on community facilities provides potential benefits for sustainable travel, the use of previously developed land, social interaction and its attendant health benefits, and the protection of cultural assets. However, the current policy is light on detail, as it forms a sub-clause in a wider policy.

Option 2 - have an updated policy on community facilities	0	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	A dedicated community facilities policy in the DMP would have the same benefits, but would allow for more specificity over the requirements that must be met for the loss of a community facility to be acceptable, and would therefore provide greater certainty to developers and planners.
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Climate Change Mitigation Policy Options																	
Option	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Option 1 - rely on Core Strategy policies on sustainable development and construction	0	+	+	+	+	0	0	+	+	+	+	+	0	+	0	+	This approach would see a number of positive impacts on the environment, as the existing Core Strategy policies are wide-ranging and ambitious, and aim to reduce the environmental impact of development in a number of areas. However, as there is no suggestion of replacing these policies, the benefits it provides will take place regardless.
Option 2 - have a specific policy on renewable energy generation	0	0	0	0	0	0	+	++	++	0	+	0	0	+	0	0	This approach will have a strong impact on reducing greenhouse gases, and may also help to improve air quality and reduce flood risk - this would be a strong approach to climate change mitigation, and would have a positive cumulative impact with the existing Core Strategy policies.

Option 3 - have a specific policy on energy and water efficiency	0	+	0	0	0	0	0	0	++	++	0	+	++	0	+	0	0	This approach will also have a strong impact on reducing greenhouse gases, and could help to maintain an adequate supply of water and increase wellbeing in the borough - this would be a strong approach to climate change mitigation, and would have a positive cumulative impact with the existing Core Strategy policies.	
Option 4 - rely on other DMP policies to cover climate change mitigation adequately	0	0	0	0	0	0	0	0	+	+	0	0	0	0	0	+	0	0	Only one other DMP policy will have a strong impact on climate change mitigation, which is the encouragement of sustainable transport. This approach would not see renewable energy or greater energy efficiency actively encouraged.

Infrastructure Policy Options																		
Option	Sustainability Objective																Comments	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
Option 1 - rely on Core Strategy policy	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	The existing Core Strategy policy requires infrastructure to be provided in a timely manner, thus enabling new development. The policy also contains clauses on community facilities, leisure facilities, and green infrastructure, although these issues are also touched on by other DMP policies.

Option 2 - have an updated policy on infrastructure	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	An updated DMP policy on infrastructure would perform a similar function in terms of enabling development, but could also specify requirements for particular kinds of infrastructure relating to flooding and water treatment, and can provide more details about what will be expected in terms of infrastructure delivery.
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Safeguarded Land for Development Beyond the Plan Period Policy Options																																											
Option	Sustainability Objective																Comments																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																											
Option 1 - do not safeguard land	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Failing to safeguard land beyond the end of the plan period could have serious implications. It is arguably not compliant with national policy, but it would also leave open the possibility that at the end of the current plan period the borough faces a shortfall in housing land, which could lead to planning by appeal and its attendant impacts on issues like biodiversity, heritage assets, and landscape.
Option 2 - safeguard land for a particular time period after the end of the current plan period	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Safeguarding land for a given time period, such as five or ten years beyond the end of the current plan period would avoid many of the major problems of option 1. However, by setting an arbitrary target for years of housing land supply to safeguard, it risks potentially encouraging the safeguarding of unsustainable sites simply to meet the target.

Option 3 - safeguard land using a supply-led approach	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	A supply-led approach to safeguarding land would mean evaluating sites and choosing those which would be appropriate for safeguarding, regardless of the number of years housing supply this would provide at the end of the plan period. This avoids the negative impacts of option 1, while also ensuring that only sites that would be sustainable locations for housing are safeguarded at this point.
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East Surrey Hospital Options																																
Option	Sustainability Objective																Comments															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Option 1 - do not change designation	0	-	0	-	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	This option would potentially provide stronger protection for biodiversity assets in the surrounding region by restricting future hospital development. However, the restriction of that development would potentially lead to the dispersal of needed hospital infrastructure in the future, which could increase the need to travel across the borough and damage the health and wellbeing outcomes of residents.
Option 2 - remove proposed land from the greenbelt	0	+	0	+	+	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	By consolidating future hospital expansion on a single site, this option would reduce the need to travel to dispersed locations across the borough, and would positively impact the health and wellbeing of residents, although it may have some negative impact on biodiversity assets.

## Development Management Plan Policies

- 4.21. A total of 44 policies were assessed for inclusion in the Development Management Plan. The majority of these policies scored neutrally or positively, with very few negative scores for any of the policies. Policy options were assessed at the Regulation 18 stage, and the Council's earlier DMP sustainability appraisal report should therefore be read in conjunction with this one.
- 4.22. Policies RET5, RET6, and TAP2 were all judged to restrict certain kinds of employment use, and therefore scored negatively on the objective related to that issue, although they scored positively on many other objectives. Policy NHE1 scored negatively on the reduction of greenhouse gases objective, as it restricts development of renewable energy to some extent. Policies DES2 and GTT1 scored negatively on the objective to make best use of previously developed land – DES2 encourages (in certain circumstances) development of back garden land, which is not considered previously developed, and GTT1 sets out allocations for gypsy, traveller, and travelling showperson sites, (but no suitable available sites that are on previously developed land have been identified).
- 4.23. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix H](#).

DMP Policies																	
Policy	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
EMP1 - Principal Employment Areas	0	0	0	0	++	+	+	0	0	0	0	0	+	0	+	+	This policy encourages industrial and warehousing uses to locate in areas that are already allocated for such uses, protecting the landscape and biodiversity of the rest of the borough and providing for employment and a growing economy.
EMP2 - Local Employment Areas	0	0	0	0	++	+	+	0	0	0	0	0	+	0	+	+	This policy encourages employment uses to locate in areas that are already allocated for such uses, protecting the landscape and biodiversity of the rest of the borough and providing for employment and a growing economy.
EMP3 - Employment Development Outside Employment Areas	0	0	0	0	0	+	+	0	0	0	0	0	0	+	0	0	This policy encourages the provision of some employment uses outside of employment areas, allowing for small businesses and start-ups to have the flexibility they need.
EMP4 - Safeguarding Employment Land and Premises	0	0	0	0	+	+	++	0	0	0	0	0	0	0	0	0	This policy ensures that areas that are already used for employment purposes, continued to be used for those purposes, keeping jobs in the borough.

EMP5 - Local Skills and Training Opportunities	0	+	0	0	0	0	++	0	0	0	0	0	0	0	0	0	0	0	This policy provides opportunities for training and apprenticeships for local people, which can increase employment opportunities and wellbeing.
RET1 - Development Within Identified Retail Frontages and Local Centres	0	0	0	+	+	+	+	+	0	0	0	0	0	+	+	0	0	0	This policy will maintain the viability of existing town centres and potentially reduce the need to travel as retail will be concentrated within the identified retail frontages rather than in out-of-town shopping centres.
RET2 - Town Centre Frontages	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0	0	0	This policy will maintain the viability of existing town centres and potentially reduce the need to travel as shops, services, and facilities will be concentrated within town centres.
RET3 - Local Centres	0	0	0	+	+	+	+	+	0	0	0	0	0	0	0	0	0	0	This policy will maintain the viability of existing local centres and potentially reduce the need to travel as shops, services, and facilities will be concentrated within local centres.
RET4 - Development in Smaller Centres and Isolated Shops	0	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0	0	This policy attempts to retain retail land where it currently is, but recognises that under certain circumstances, there may be a better use for the land.

RET5 - Development of Town Centre Uses Outside Town and Local Centres	0	0	0	+	+	0	-	+	0	0	0	0	0	0	+	0	This policy places restrictions on the development of town centre locations in areas other than town centres. This may restrict some employment opportunities, but by encouraging the continued viability of town centres it may also reduce the need to travel by car.
RET6 - Retail Warehousing	0	0	0	0	+	0	-	0	0	0	0	0	0	0	+	0	This policy encourages retail warehousing to be located in existing areas allocated for that use, and restricts their development elsewhere. This may restrict some employment opportunities, but by encouraging the continued viability of town centres it may also reduce the need to travel by car.
DES1 - Design of New Development	+	+	0	0	0	0	0	+	0	+	0	0	0	+	+	+	This policy encourages new developments that are safe and healthy for residents to live in, reduce greenhouse gases and flood risk where possible, and protect the landscape or townscape, biodiversity, and air quality.
DES2 - Residential Garden Land Development	+	0	0	0	-	0	0	0	0	0	0	0	0	0	+	+	This policy provides criteria for the development of back garden residential uses, taking into account the need to protect the landscape or townscape character and biodiversity resources.

DES3 - Residential Areas of Special Character	+	0	0	0	0	0	0	0	0	0	0	0	0	0	+	0	This policy provides criteria for residential development in RASCs, encouraging the protection of the existing character.
DES4 - Housing Mix	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	This policy provides for the housing needs of the borough by ensuring that all new developments contain a mix of larger and smaller homes appropriate for different people.
DES5 - Delivering High Quality Homes	+	+	0	0	0	0	0	0	0	0	0	0	0	+	0	0	This policy requires new development to be high quality and healthy places for residents to live.
DES6 - Affordable Housing	+	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	This policy requires new developments to include a certain percentage of affordable housing, ensuring housing is accessible to a range of people on different incomes.
DES7 - Specialist Accommodation	+	+	0	+	0	0	0	+	0	0	+	0	0	0	+	0	This policy deals with caravan sites and accommodation for elderly people, ensuring that accommodation is available for a range of different people in the borough. It encourages accommodation for the elderly to be located near shops and facilities, reducing the need to travel, and makes clear that caravan sites should consider their impact on the local landscape.

DES8 - Construction Management	0	+	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	This policy ensures that the health of residents will not be affected during the construction process of new developments, and requires land contamination to be cleaned up before development takes place.
DES9 - Pollution and Contaminated Land	0	+	0	0	0	0	0	0	0	0	0	0	0	+	+	0	0	This policy requires new development to take into account noise and air pollution issues to ensure the health of residents is not compromised, and requires contaminated land to be cleaned up before development takes place.
DES10 - Advertisements and Shop Front Design	0	+	+	0	0	0	0	0	0	0	0	0	0	+	+	0	0	This policy ensures that advertisements do not impact on residential amenity, landscape character, or heritage assets.
OSR1 - Urban Open Space	0	+	0	0	+	0	0	0	0	+	+	0	0	+	++	+	+	This policy protects existing Urban Open Space, which contributes to the health of residents, combats flood risk, reduces the impacts of noise and air pollution, and protects landscape character and biodiversity resources.
OSR2 - Open Space in New Developments	0	+	0	0	0	0	0	0	0	+	+	0	0	+	+	+	+	This policy encourages new Urban Open Space, which would contribute to the health of residents, combat flood risk, reduce the impacts of noise and air pollution, and enhance landscape character and biodiversity resources.

OSR3 - Outdoor Sport and Recreation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+	+	This policy places criteria on the development of sport and recreation facilities, aimed at protecting landscape character and biodiversity resources.
TAP1 - Access, Parking and Servicing	0	+	0	+	0	0	0	+	0	0	0	0	0	0	0	+	0	This policy encourages appropriate levels of parking to meet the needs of residents of the borough, without negatively impacting on landscape or townscape character. The policy also encourages safe pedestrian and cycle facilities that connect to existing networks where possible, to promote sustainable modes of transport.
TAP2 - Airport Car Parking	0	+	0	+	+	0	-	+	0	0	+	0	0	+	+	0	This policy restricts airport parking within the borough. This may restrict some employment opportunities, but the lack of large areas of airport parking will have positive effects on landscape character and air quality, and the policy supports Gatwick Airports sustainable transport strategy.	
CCF1 - Climate Change Mitigation	0	0	0	0	+	0	0	++	++	0	0	0	0	0	0	0	This policy encourages renewable energy generation and the more efficient use of resources.	
CCF2 - Flood Risk	0	+	0	0	0	0	0	0	0	++	++	0	0	0	0	0	This policy requires developments to be located away from areas of flood risk.	

NHE1 - Landscape Protection	0	+	+	0	0	+	0	-	0	0	0	0	0	0	0	0	0	0	0	This policy provides strong protection for the landscape character of the borough, including the heritage assets contained therein. It also encourages some business development to promote the rural economy where possible. However, the policy somewhat restrictive of some types of renewable energy due to their impact on the landscape.
NHE2 - Protecting and Enhancing Biodiversity and Areas of Geological Importance	0	0	0	0	0	0	0	0	++	0	0	+	0	0	0	0	0	0	++	This policy provides strong protection for areas of biodiversity, including biodiversity opportunity areas like the River Mole and its tributaries.
NHE3 - Protecting Trees, Woodland Areas and Natural Habitats	0	+	0	0	0	0	0	+	+	0	+	0	0	+	+	+	+	+	+	This policy requires the protection of trees across the borough, which has positive impacts on health and wellbeing, flood risk reduction, air quality, landscape character, and biodiversity.
NHE4 - Green/Blue Infrastructure	0	+	0	0	0	0	0	+	+	+	+	+	0	+	+	+	+	+	+	This policy requires a green and blue infrastructure network to be maintained and enhanced within the borough. This has positive impacts on health and wellbeing, flood risk reduction, air quality, landscape character, and biodiversity.

NHE5 - Development within the Green Belt	0	0	+	0	++	0	0	0	0	0	0	0	0	0	+	0	This policy provides criteria for green belt developments, which protects the landscape and heritage assets within the green belt, and encourages development to take place elsewhere in the borough - meaning it is more likely to take place on previously developed land.
NHE6 – Reuse and Adaptation of Buildings in the Green Belt and the Rural Surrounds of Horley	0	0	+	0	++	+	+	0	+	0	0	0	0	0	+	0	This policy encourages the reuse of existing buildings in rural areas, particularly for uses that will support the rural economy and maintain the existing landscape character and any heritage assets.
NHE7 – Rural Surrounds of Horley	0	0	+	0	+	0	0	0	0	0	0	0	0	0	+	+	This policy restricts development within the Rural Surrounds of Horley, protecting the landscape, biodiversity, and heritage of the area, and encouraging development of brownfield land in the Horley urban area instead.
NHE8 - Horse Keeping and Equestrian Development	0	0	0	0	0	+	+	0	0	0	0	0	0	0	+	0	This policy encourages equestrian development, as long as the impact on landscape character is considered.
NHE9 - Heritage Assets	0	0	++	0	+	0	0	0	0	0	0	0	0	0	+	0	This policy encourages equestrian development, as long as the impact on landscape character is considered.

GTT1 - Gypsy, Traveller and Travelling Showperson Accommodation	+	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	This policy provides allocations for housing for gypsy, traveller, and travelling showpeople communities, although this land is not previously developed.
CEM1 - Cemetery and Crematorium Provision	0	0	0	0	0	0	0	0	0	0	0	+	+	+	+	+	This policy ensures that any cemetery or crematorium developments will take into account impact on biodiversity, landscape character, land contamination, water quality, air quality, and noise pollution.
INF1 - Infrastructure	+	+	0	+	0	0	0	0	0	+	+	0	0	0	0	0	This policy provides for the necessary infrastructure to support housing development in the borough, including community, health, education, and sport and recreation facilities, as well as physical infrastructure including flood defence.
INF2 - Community Facilities	0	0	0	+	+	+	0	0	0	0	0	0	0	0	0	0	This policy encourages the retention of community facilities, reducing the need to travel further away to access them, and providing a good use of previously developed land.
INF3 – Electronic Communication Networks	0	0	0	+	0	+	0	+	0	0	0	0	0	0	+	0	This policy provides for the high speed broadband infrastructure needed by modern businesses, and could reduce travel through the increased use of telecommunication technologies.

																The policy also takes account of the landscape impact of infrastructure.	
MLS1 - Phasing of Urban Extension Sites	+	0	0	0	+	0	0	0	0	0	0	0	0	0	+	0	This policy sets out the phasing process for the sustainable urban extensions sites, explaining under what circumstances they will be released for development. The gradual release of these sites provides benefits for landscape impact, and ensures that previously developed land is the first focus of development.
MLS2 - Safeguarded Land for Development Beyond the Plan Period	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	This policy safeguards land beyond the current plan period for potential use as housing land in the future. The current impact is therefore neutral, although it may have a positive impact on housing in the future.

## Urban Site Allocations

- 4.24. A total of 66 urban sites have been appraised in this report. This includes sites that were evaluated in the Regulation 18 sustainability appraisal, as well as sites that were promoted through the Development Management Plan Regulation 18 consultation and the Housing and Employment Land Availability Assessment.
- 4.25. In addition to the sustainability appraisal for each site, the decision on which sites to include in the final Development Management Plan Regulation 19 document was based upon the availability, viability, and deliverability of each site. However, generally, the sites included in the final document are those that scored well in the sustainability appraisal – those that were close to town centres and accessible via sustainable transport modes, offered the opportunity for housing and in many cases employment or community uses as well, and were low on flood risk. Some sites that scored well in the sustainability appraisal are not included in the Development Management Plan allocations due to receiving planning permission since the sustainability appraisal was undertaken. Sites that were not chosen for inclusion in the final allocations were generally those that exhibited some sustainability problems, particularly around flooding, distance from town centres, or air quality and noise pollution issues; or were otherwise found to be unavailable, unviable, or undeliverable through the other assessments undertaken as part of the Development Management Plan process.
- 4.26. The chosen sites are:
- In the north of the borough:
    - The Horseshoe, Banstead
    - Banstead Community Centre, Park Road, Banstead
    - 136-168 High Street, Banstead
  - In the centre of the borough:
    - 16-46 Cromwell Road, Redhill
    - Gloucester Road Car park, Redhill
    - Colebrook, Noke Drive, Redhill
    - Former Longmead Centre, Holland Close, Redhill
    - Quarryside Business Park, Thornton Side, Redhill
    - Bellway House, Station Road, Merstham
    - Church of Epiphany, Mansfield Drive, Merstham
    - Merstham Library, Weldon Way, Merstham
    - Former Oakley Centre, Radstock Way, Merstham
    - Reading Arch Road/Brighton Road North, Redhill

- Land Adjacent to the Town Hall, Castlefield Road, Reigate
- Library and Pool House, Bancroft Road, Reigate
- Albert Road North Industrial Estate, Reigate
- In the south of the borough:
  - High Street Car Park, Horley
  - Horley Police Station, 15 Massetts Road, Horley
  - Horley Library, Victoria Road, Horley
  - Former Chequers Hotel, Bonehurst Road, Horley
  - 59-61 Brighton Road, Horley
  - 50-66 Victoria Road North, Horley
  - Telephone Exchange, Victoria Road South, Horley

4.27. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix I](#). A summary of the assessments for the selected sites can be seen in [Appendix O](#).

Urban Site Allocations																	
Site	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
136-168 High Street, Banstead	+	++	0	+	+	+	++	+	0	++	++	0	+	0	0	0	This site is estimated to provide 40 housing units, and is well-located in a town centre area, with easy access to services and facilities. The land is previously developed, and there is an opportunity to revitalise part of the town centre. The development is expected to provide 1,500sqm of leisure, retail, or community uses in addition to housing, benefiting the economy and increasing employment options. The site is sequentially preferable in terms of flooding.
The Horseshoe, Banstead	0	++	0	+	+	+	++	+	0	+	+	0	0	0	0	0	This site is not primarily focused on housing, but will provide an improvement to the town centre through enhanced access to community and public services. The site is located next to the town centre, and is easily accessible for local residents. The site is sequentially preferable in terms of flooding. Development on this site may encourage more visitors to Banstead town centre, improving the retail economy.
Banstead Community Centre	+	++	-	+	+	+	++	+	0	++	++	0	0	0	0	0	This site is estimated to provide 15 housing units, and is well-located in

																		<p>a town centre area, with easy access to services and facilities. The land is previously developed, and there is an opportunity to revitalise part of the town centre. The development is expected to provide improved community facilities that will improve access to services for local residents and may encourage more visitors to Banstead town centre, improving the retail economy. The site is sequentially preferable in terms of flooding. There are a number of heritage constraints on the site that would require very sensitive design to avoid harm.</p>
Land at Wellesford Close, Banstead	+	0	0	-	-	+	+	-	0	++	++	0	0	0	0	0	0	<p>This site is estimated to provide 15 housing units, and is sequentially preferable in terms of flooding. However, the site is some distance from the town centre, and is likely to encourage additional car use because of this. Development on this site would be contrary to the objective of focusing on previously developed land first.</p>

Land at Kingswood Station	+	0	+	0	++	0	0	0	0	0	0	0	0	0	+	+	+	0	This site is estimated to provide 35 housing units, and would be a good re-use of previously developed industrial land which is located within a local centre and next to a conservation area. Redevelopment would be likely to improve noise and air quality issues that may be caused by the current industrial use. While the site is within a local centre and next to a train station, services and facilities are limited in this area, and residents will probably have to travel regularly, and will likely use cars to do so.
Legal and General, Kingswood	?	-	0	0	0	0	0	0	0	++	++	0	+	0	-	0	0	0	The site is close to a local centre, but one with limited services, and also close to a train station, but one with infrequent services. The site is within the green belt and partially within the AGLV, so the landscape impact of additional development on this site is likely to be negative. However, the site is sequentially preferable in terms of flooding.

Former City Gate Mini, 90 The Avenue, Tadworth	+	+	+	0	0	0	0	0	0	0	++	++	0	+	+	+	0	<p>This site is estimated to provide 10 housing units, and would be a good re-use of previously developed commercial land which is located within a local centre. Redevelopment would be likely to improve noise and air quality issues that may be caused by the current use. The site is sequentially preferable in terms of flooding. While the site is within a local centre and next to a train station, services and facilities are limited in this area, and residents will probably have to travel regularly, and will likely use cars to do so, although there is good access to green space in the immediate area.</p>
Laboratory Site, Pitwood Park Industrial Estate, Waterfield, Tadworth	+	-	0	-	-	-	0	0	0	++	++	0	+	-	0	0	<p>This site is estimated to provide 23 housing units, and is sequentially preferable in terms of flooding. However, housing development would mean the loss of employment land in a designated employment area, and the location on an industrial estate next to a railway line may cause amenity problems for new residents. The site is also some distance from local centres or railway stations, and would increase the need to travel and probably increase the</p>	

																		use of cars to do so.
Banstead Football Club, Merland Rise, Epsom, Tadworth	+	0	0	-	+	+	+	-	0	++	++	0	0	0	0	+	0	This site is estimated to provide 30 housing units, is sequentially preferable in terms of flooding, and would be likely to improve the townscape character compared to the current use of the site. However, the site is some distance from the nearest local centres, and even further from a town centre, and is likely to lead to increased car use and greenhouse gas emissions.
Church of Epiphany, Merstham	+	+	0	+	+	+	+	+	0	0	0	0	0	0	0	0	0	This site is estimated to provide 30 housing units, and is well-located close to a local centre and a train station with good services. The site is currently vacant, and could be positively brought back into use as housing, as long as consideration is given to the need for religious facilities in the area.

Bellway House, Merstham	+	0	0	+	+	0	0	+	0	0	0	0	+	-	+	0	<p>This site is estimated to provide 30 housing units, and is well-located close to a local centre and next to a train station with reasonable services. The site is currently used for offices, but is not a designated employment site, and redevelopment of land this close to a station for housing may be a good use of previously developed land, and may lead to an improvement in the townscape close to a conservation area. However, the site's proximity to a motorway and a busy main road, and partially within an AQMA, may cause amenity problems for new residents.</p>
Former Oakley Centre, Merstham	+	+	+	+	++	+	+	+	+	0	++	++	0	+	0	0	<p>This site is estimate to provide 30 housing units, and is well-located close to a local centre, and fairly close to a train station with reasonable services. The site is currently vacant and is a locally listed building, and this development offers the opportunity to protect a heritage asset and bring it back into use. The site is sequentially preferable in terms of flooding.</p>

Merstham Library	+	+	0	+	++	+	+	+	0	-	-	0	0	0	0	0	<p>This site is estimated to provide 30 housing units, and is well-located close to a local centre and a train station with good services. The site will soon be vacant, as the current library services are being relocated nearby, and there is an opportunity to include community uses in the redevelopment of this site - this is a good use of previously developed land. However, the site suffers from a risk of flooding.</p>
Belfry, Redhill	0	++	0	++	+	++	+	++	0	--	--	0	+	-	0	0	<p>It is uncertain how much housing could be provided on this site, but it is well-located in a town centre and near a train station. Redevelopment of the site to add housing to the existing retail uses would be a good use of previously developed land, but there may be some amenity problems for new residents due to the concentration of leisure uses in the area and the proximity to main roads. The site is at risk of flooding.</p>

Berkeley House, High Street, Redhill	+	++	0	++	-	0	0	++	0	++	++	0	+	-	0	0	This site is estimated to provide 25 housing units, and is well-located in a town centre and close to a train station. The site is sequentially preferable in terms of flooding. However, there is no suggestion of retaining the current office use on the site as part of a redevelopment, and a mixed-use scheme would be a better use of previously developed land than a purely housing-focused scheme. There may also be amenity problems for new residents, due to the site being close to main roads and located within an AQMA.
Brethren Meeting Room, 2 Redstone Hill, Redhill	+	+	0	0	-	+	+	0	0	+	+	0	+	0	0	0	This site is estimated to provide 5 housing units, and is sequentially preferable in terms of flooding. The site is close to Earlswood station, providing access to Redhill fairly easily. The site is currently used for religious purposes, and the loss of this use for a small amount of housing may not be a good use of previously developed land unless provision is made for relocating the original use.
Brethren Meeting Room, 43 Woodlands Road, Redhill	+	+	0	0	-	+	+	0	0	++	++	0	+	0	0	0	This site is estimated to provide 5 housing units, and is sequentially preferable in terms of flooding. The site is close to Earlswood station,

																	providing access to Redhill fairly easily. The site is currently used for religious purposes, and the loss of this use for a small amount of housing may not be a good use of previously developed land unless provision is made for relocating the original use.
Colebrook, Redhill	++	++	0	++	+	++	+	++	0	-	-	0	+	0	0	0	This site is estimated to provide 80 housing units, and is well-located next to a town centre and a train station. The site currently has a day care centre on it, and it is envisaged that community uses will be reprovided in the redevelopment - if this happens, the transition to a mixed use scheme including housing would be a good use of previously developed land. However, the site is at risk of flooding.
16-46 Cromwell Road, Redhill	+	++	0	++	+	+	+	++	0	0	0	0	0	-	+	0	This site is estimated to provide 30 housing units, and is well-located in a town centre and close to a train station. The development is expected to reprovide the existing retail space, so the addition of housing is a good use of previously developed land. However, the site is close to a busy road and within an AQMA, suggesting potential amenity problems for new

																		residents.
Donyngs Car park and Indoor Bowls Centre Car Park	+	+	0	+	+	+	+	+	0	++	++	0	+	0	+	0		This site is estimated to provide 40 housing units, and is fairly close to a town centre and a train station, as well as being close to a smaller local centre providing some services. The site is sequentially preferable in terms of flooding. As the site is currently a car park, redevelopment for housing would be a good use of previously developed land near a town centre, and could improve the existing townscape in this area of Redhill.
Extension to the Rear of West Central, Redhill	+	++	0	++	+	+	+	++	0	++	++	0	+	0	0	0		This site is estimated to provide 5 housing units, and is well-located next to a town centre and a train station, and is sequentially preferable in terms of flooding. The site is currently used for parking and servicing, so redevelopment for housing would be a good use of previously developed land.

Former Longmead Centre, Redhill	+	++	+	++	++	+	+	++	0	0	0	0	+	0	0	0	This site is estimated to provide 20 housing units, and is well-located within a town centre and close to a train station. The site is a listed building that is currently vacant, and redevelopment would be a good use of previously developed land and bring a heritage asset back into use. However, the site is at risk of flooding.
Former Mercedes Garage, Brighton Road, Redhill	+	++	0	++	-	0	0	++	0	--	--	0	+	-	0	0	This site is estimated to provide 35 housing units, and is well located near to a town centre and train station. The site is currently vacant, but redevelopment for housing may not be seen as the best use of this previously developed land, due to being surrounded by employment and industrial uses - an attempt to bring back a similar use to the site, or a mixed-use scheme might be preferable. The site is at risk of flooding, and there may be amenity problems for residents based on the proximity to a busy road and an AQMA, and the industrial area that surrounds the site.

Former Territorial Army Site, Linkfield House, 3 Batts Lane, Redhill	+	++	+	+	+	+	+	+	0	++	++	0	+	0	0	0	This site is estimated to provide 25 housing units, and is fairly close to a town centre and a train station, as well as being close to a smaller local centre providing some services. The site is sequentially preferable in terms of flooding. The site is a listed building which is currently vacant, so redevelopment would be a good use of previously developed land and bring a heritage asset back into use.
Gloucester Road Car Park, Redhill	+	++	0	++	+	++	++	++	0	0	0	0	+	0	+	0	This site is estimated to provide between 30-60 housing units and 2,500-4,000sqm of office space, and is well-located within a town centre and close to a train station. The site is currently a car park, and a mixed use scheme here would be a good use of previously developed land and would offer an opportunity to improve the townscape of the area. However, the site is at risk of flooding.

Grosvenor House, Redhill	++	++	0	++	-	+	0	++	0	0	0	0	+	-	0	0	<p>This site is estimated to provide between 100-120 housing units, and is well-located next to a town centre and close to a train station. The site is currently used for offices, and a mixed use scheme that retains some employment provision might be seen as a better use of previously developed land rather than a proposal that focuses purely on housing. The loss of such an amount of employment space would potentially have negative economic effects. The site is also close to a busy road and an AQMA, which may cause some amenity problems for new residents.</p>
Hockley Business Centre, Hooley Lane, Redhill	+	+	0	+	0	0	0	+	0	+	+	0	+	+	+	0	<p>This site is estimated to provide 30 housing units, and is fairly well-located between a town and local centre, with reasonably easy access to Redhill. The site is currently used for industrial purposes, but has some residential uses surrounding it already - consequently, the development of this land for housing may improve residential amenity and be seen as a fairly good use of previously developed land and an improvement to the townscape.</p>



Land Between Southbound Railway and eastbound Railway (South of Redhill Train Station)	+	0	0	++	+	+	+	++	0	+	+	0	+	--	0	0	This site is estimated to provide 20 housing units, and is well-located next to a town centre and close to a railway station. The site is sequentially preferable in terms of flooding, and is currently used as railway land - if the land is no longer needed for railway purposes, housing would be a good way of re-using it, especially in such a convenient location. However, there are likely to be severe amenity issues relating to the fact that the site is surrounded by railway lines on all sides.
Land North of Brook Road, Redhill	+	+	0	+	0	0	0	+	0	--	--	0	+	-	+	0	This site is estimated to provide 12 housing units, and is located fairly close to a town centre and local centre, and with reasonably easy access to Redhill for services and facilities. The site is currently used for commercial units in an area that already has a lot of such uses, and housing could be considered a good use of previously developed land as long as overall employment provision in the area is considered. Redevelopment of the commercial properties may also improve the townscape of the area. However, there may be amenity problems for new residents caused by the

																		proximity to busy roads, a railway line, and industrial uses; and the site is at risk of flooding.
Linkfield Lane Car Park, Redhill	+	++	0	+	+	+	+	+	0	++	++	0	0	0	+	0		This site is estimated to provide 20 housing units, and is well located close to a town centre and train station, and even closer to a local centre that provides some services. The site is currently a car park, and redevelopment would improve the townscape in this area and could be seen as a good use of previously developed land as long as the overall provision of car parking for Redhill town centre is considered. The site is also sequentially preferable in terms of flooding.
Maple Works, Redhill	?	0	0	0	+	+	+	0	0	--	--	0	+	0	0	0		The site is close to a local centre which offers limited services, but is some distance from the town centre and train station of Redhill. The site is currently in residential use, so intensification of the

																	amount of housing on the site would be a good use of previously developed land. However, the site is at risk of flooding.
Marketfield Way/High Street, Redhill	++	++	+	++	+	++	++	++	0	--	--	0	+	-	+	0	This site is estimated to provide 150 housing units, 3,500sqm of retail, 1,200sqm of food and drink uses, and a cinema, and is well-located in a town centre and next to a train station. The site is currently used as a car park, so redevelopment for a mixed use scheme of this kind would be a very good use of previously developed land, and would improve the townscape of the area and the setting of nearby listed buildings. However, the site is close to busy roads and within an AQMA, which may cause amenity problems for new residents, as may the concentration of leisure uses at night. The site is also at risk of flooding.

Quarryside Business Park, Redhill	+	0	0	-	+	0	0	-	0	+	+	0	+	+	0	0	<p>This site is estimated to provide 60 housing units, and is sequentially preferable in terms of flooding. The site is currently used for industrial purposes - in this area, most industrial uses are on the western side of the railway and the eastern side, where this site is located, is now mostly residential. redevelopment for housing can therefore be seen as a good use of previously developed land, and may reduce noise and pollution issues from the current industrial site, improving residential amenity. However, the site is some distance from the nearest town centre or train station, and consequently may increase the need to travel and use cars to access services and facilities.</p>
Redhill Law Courts, Redhill	+	++	0	+	+	+	+	+	0	+	+	0	+	0	+	0	<p>This site is estimated to provide 35 housing units or an educational facility, and is well-located close to a town centre and train station, and even closer to a local centre providing some services. The land is currently used as a law court, but this is due to close soon, and redevelopment for housing or educational uses would be a good use of previously developed land.</p>

																		Redevelopment could also potentially improve the streetscape, as the site is surrounded by a c conservation area. The site is also sequentially preferable in terms of flooding.
Royal Mail Sorting Office, Redhill	++	++	0	++	+	++	++	++	0	-	-	0	+	-	+	0		This site is estimated to provide between 80-120 housing units and 3,000sqm of office space, and is well-located next to a town centre and a train station. The site is currently used as a mail sorting office and car park, and redevelopment for a mixed use scheme that keeps office uses would be a good use of previously developed land. The area is currently quite utilitarian in appearance, and redevelopment offers the opportunity to improve the townscape character. However, the site is at risk of flooding, and close to a busy road and an AQMA, which may cause some amenity problems for new residents.
Albert Road North Industrial Estate,	+	++	+	+	+	++	+	+	++	0	0	0	+	0	+	0		This site is estimated to provide 50 housing units, and is well located

Reigate																	<p>close to the centre of town and fairly close to a train station with reasonable services. The site is currently designated employment land, but there is a proposal to reprovide employment uses on the site as part of the redevelopment, so this may be seen as a good use of previously developed land to create a mixed use scheme. The site is close to a conservation area and to the green belt, and a mixed use redevelopment may improve the townscape and landscape in this area.</p>
Alma House, 1A Alma Road, Reigate	+	++	0	++	-	0	0	++	0	0	0	0	+	0	0	0	<p>This site is estimated to provide 12 housing units, and is well-located close to a town centre and a train station with reasonable services. However, the site is currently used for offices, in an area with a lot of similar office uses, and a mixed use scheme might be seen as a better use of previously developed land that maintains some employment uses, rather than a purely housing-based scheme.</p>

Land Adjacent to  
the Town Hall,  
Reigate

+	++	--	++	+	++	++	++	0	++	++	0	0	0	0	0
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This site is estimated to provide 25 housing units, and is well-located within a town centre and close to a train station with reasonable services. The site is currently used as a car park, and as long as enough parking facilities are available to serve the town hall and the town centre, a mixed-use redevelopment with housing and 1,000sqm of retail or community uses could be seen as a good use of previously developed land which will benefit the economy and provide employment opportunities. The site is sequentially preferable in terms of flooding. However, there are a number of heritage constraints on the site - the site is close to listed buildings, an historic park or garden, and a scheduled ancient monument, and is entirely within a conservation area and an area of high archaeological potential. Development would have to be designed very sensitively to protect these heritage assets and designations.

Land to the Rear of 45 West Street, Reigate	+	++	-	+	-	+	+	+	0	--	--	0	0	0	0	0	This site is estimated to provide 15 housing units, and is well-located close to a town centre and fairly close to a train station with reasonable services. However, the site is at high risk of flooding, and is not considered previously developed land due to currently being a back garden. The site is attached to a listed building, is within a conservation area, and is adjacent to the green belt and the AGLV, and back garden development on this site may impact on some of these designations.
Land to the Rear of Retail Frontage in Bell Street	?	++	--	+	+	+	+	+	0	-	-	0	+	0	-	0	The site is well-located within a town centre and close to a train station with reasonable services. The site consists of the rear of retail uses, mostly used for parking, and so would represent intensification of land use in central Reigate, a good use of previously developed land. However, there are a number of potential heritage constraints due to the large concentration of listed buildings in the area, and development may have an impact on some aspects of the townscape as well. The site is also at risk of flooding.

Library and Pool House, Reigate	+	++	0	+	0	++	+	+	0	-	-	0	+	0	0	0	This site is estimated to provide 25 housing units and 1,000sqm of retail or community uses, and is well-located next to a town centre and close to a train station with reasonable services. The re-provision of community uses and potential provision of retail would have positive impacts on the local economy and access to services and facilities. However, the site is at risk of flooding.
Reigate Station Car Park	+	++	0	++	+	+	+	++	0	++	++	0	+	-	+	0	This site is estimated to provide 20 housing units, and is well-located next to a town centre and right next to a train station with reasonable services. The land is currently used as a car park, and redevelopment for housing would be a positive use of previously developed land, as long as there is enough parking provision retained for the train station. Redevelopment of a car park may also improve the townscape character in the area. The site is sequentially preferable in terms of flooding. However, there may be some amenity problems for new residents related to being next to a fairly busy station.

Royal Mail Delivery Office, Rushworth Road, Reigate	+	++	0	++	+	+	0	++	0	++	++	0	+	-	+	0	This site is estimated to provide 12 housing units, and is well-located next to a town centre and right next to a train station with reasonable services. Redevelopment for housing would be a positive use of previously developed land, as long as the existing facilities can be relocated. The site is sequentially preferable in terms of flooding. However, there may be some amenity problems for new residents related to being next to a fairly busy station.
The Orchard, Bell Street, Reigate	?	+	-	+	-	+	+	+	0	-	-	0	+	0	-	0	The site is well-located within a town centre and close to a train station with reasonable service. However, the site is not previously developed, and would see a loss of open space if development were to take place. This might also affect the setting of other open spaces adjacent to this site, damaging the townscape and landscape character. The site is also at risk of flooding.
Garage Block, Kingsley Grove, Woodhatch, Reigate	+	+	0	0	+	+	+	0	0	-	-	0	0	0	+	0	This site is estimated to provide 12 housing units, and would be a good use of previously developed land that would improve the townscape character of the area. The site is close enough to some open spaces

																and a local centre to encourage some walking, although it will not reduce overall car use by residents. The site is at some significant risk of surface flooding.		
Lime Tree School, Alexander Road	+	0	0	-	-	0	0	-	0	++	++	0	+	0	0	0	This site is estimated to provide 18 housing units, and is sequentially preferable in terms of flooding. However, it is some distance from the nearest train station, and the distance from services and facilities is likely to increase the need to travel and to use cars. The site is currently a school, and the loss of an education use and the associated jobs may be seen as bad for the economy and a poor use of previously developed land.	
Field on Bonehurst Road Between Cambridge Hotel and Lawson's Timber Yard, Salfords	++	-	-	-	--	0	+	-	0	0	0	0	0	0	0	--	0	This site is estimated to provide 110 housing units. However, the site is a long way from town centres or train stations; and is located within the green belt and opposite a listed building, potentially having a negative effect on the landscape character and listed building setting. The site is not previously developed, and therefore contrary to the objective of focusing on previously developed land.

Salfords Industrial Estate, Bonehurst Road, Salfords	++	+	0	+	-	-	-	+	0	+	+	0	+	+	+	0	<p>This site is estimated to provide 440 housing units, and is well-located close to the centre and train station at Salfords - services here are currently limited, but would likely improve with such a large settlement added nearby. The site is sequentially preferable in terms of flooding, and redevelopment of the industrial estate for housing would likely improve the landscape and townscape character and reduce noise and pollution from industry. However, it would also mean the loss of significant amounts of employment, and the site is currently a designated employment area, so this may not be the best use of previously developed land while other sites remain available.</p>
Old Philips Site on the Junction of Cross Oak Lane and A23	++	-	0	-	-	-	0	-	0	-	-	0	+	-	0	0	<p>This site is estimated to provide 60 housing units. However, the site is not located near a town centre or train station, and would almost certainly increase the need to travel and to use cars for new residents. The site is designated employment land, so it would be preferable to retain employment uses on the site, although the site is currently derelict. New residents</p>

																	on a housing development on this site may also be affected by amenity problems due to being located between a major road, a railway line, and an industrial estate.
39-49 High Street, Horley	+	+	0	++	+	++	+	++	0	++	++	0	+	0	+	0	This site is estimated to provide 30 housing units and 1,100sqm or retail or community uses, and is well-located within a town centre and close to a train station. The site is already in mixed-use, and a mixed-use redevelopment to add housing and revitalise the town centre would be a good use of previously developed land. The area is of relatively low sensitivity to change, and development offers the opportunity to improve the townscape. The site is sequentially preferable in terms of flooding.
50-66 Victoria Road, Horley	+	+	0	++	+	++	+	++	0	++	++	0	+	0	0	0	This site is estimated to provide 25 housing units and 1,500sqm or retail or leisure uses that could provide employment and boost the economy, and is well-located within a town centre and close to a train station. The site is already in

																		commercial use, and a mixed-use redevelopment to add housing and revitalise the town centre would be a good use of previously developed land. The site is sequentially preferable in terms of flooding.
59-61 Brighton Road, Horley	+	+	0	++	+	+	0	++	0	++	++	0	+	0	0	0		This site is estimated to provide 20 housing units, and is well-located close to a town centre and train station. Redevelopment would see the loss of only a small amount of employment for a reasonable amount of housing, and the site is sequentially preferable in terms of flooding.
Albert Brewery, Balcombe Road, Horley	+	+	-	++	0	-	-	++	0	0	0	0	+	0	+	0		This site is estimated to provide 6 housing units, and is well-located close to a town centre and train station. This site is in a utilitarian area near the railway line, and redevelopment could improve the townscape character. However, the site contains a locally listed building designed for industrial uses, which would need to be carefully converted, and redevelopment would see the loss of employment land for only a very small amount of housing.

Brethren Meeting Hall, Whitmore Way, Horley	+	0	0	-	-	+	+	-	0	--	--	0	+	0	0	0	This site is estimated to provide 15 housing units. However, the site is a long way from Horley town centre, and would likely increase the need to travel and use cars to access services and facilities. The site is at significant risk of flooding. Redevelopment would see the loss of religious and community uses for only a small amount of housing, and with no current plan to replace these uses, and therefore might not be the best use of previously developed land.
Brethren Meeting Room, The Grove Meeting Hall, The Grove, Horley	+	+	0	++	-	+	+	++	0	++	++	0	0	0	0	0	This site is estimated to provide 5 housing units, and is well-located close to a town centre and train station. The site is sequentially preferable in terms of flooding. Redevelopment would see the loss of religious and community uses for only a small amount of housing, and with no current plan to replace these uses, and therefore might not be the best use of previously developed land.

Bridge Industrial Estate, Horley	+	+	-	++	0	-	-	++	0	0	0	0	0	+	0	+	0	This site is estimated to provide 6 housing units, and is well-located close to a town centre and train station. This site is in a utilitarian area near the railway line, and redevelopment could improve the townscape character. However, the site contains a locally listed building designed for industrial uses, which would need to be carefully converted, and redevelopment would see the loss of employment land.
Central Car Park, Consort Way East, Horley	+	+	0	++	+	+	+	++	0	+	+	0	+	0	+	0	0	This site is estimated to provide 30 housing units, and is well-located in Horley town centre and near a train station. The site is sequentially preferable in terms of flooding, and due to currently being a car park, redevelopment here would improve the townscape and be a good use of previously developed land, as long as enough parking provision is retained across the town centre.
Former Chequers Hotel, Horley	+	0	+	-	++	+	+	-	0	+	+	0	+	0	0	0	0	This site is estimated to provide 45 housing units, is sequentially preferable in terms of flooding, and would be a good use of previously developed land that brings a vacant heritage asset back into use. However, the site is located some distance from the town

																	centre of train station, and may increase the need to travel and use cars.
High Street Car Park, Horley	+	+	0	++	+	++	++	++	0	+	+	0	+	0	+	0	This site is estimated to provide 30 housing units, and is well-located in Horley town centre and near a train station. The site is also expected to provide 1,000sqm of retail, boosting the economy and providing employment. The site is sequentially preferable in terms of flooding, and due to currently being a car park, redevelopment here would improve the townscape and be a good use of previously developed land, as long as enough parking provision is retained across the town centre.
Horley Library	+	+	0	+	0	+	+	+	0	+	+	0	0	0	0	0	This site is estimated to provide 35 housing units and possibly some additional community uses, and is well-located within a town centre and close to a train station. The site is currently in use as a library, and this would only be a good use of previously developed land if the library services can be provided on site or elsewhere. The site is sequentially preferable in terms of flooding.

Horley Police Station	+	+	0	++	+	+	+	++	0	++	++	0	+	0	+	0	<p>This site is estimated to provide 20 housing units, and is well-located within a town centre and close to a train station. The land is currently used as a police station, but this use is expected to come to an end soon, potentially leaving the building vacant and making redevelopment on the site a good use of previously developed land. Redevelopment offers an opportunity to improve the townscape character in an area which is sometimes in poor condition. The site is sequentially preferable in terms of flooding.</p>
Hutchins Farm, Horley	0	0	0	-	-	0	0	-	0	+	+	0	0	0	0	0	<p>This site is estimated to provide 3 housing units, and is sequentially preferable in terms of flooding. However, it is some distance from the town centre and train station and would likely increase the need to travel and use cars to access services and facilities. The site is already in residential use, and redevelopment for such a small amount of additional housing is probably not a sensible use of previously developed land on a site currently containing listed buildings that may be impacted by the redevelopment.</p>

Telephone Exchange, Horley	+	+	0	++	+	+	+	++	0	0	0	0	+	0	0	0	This site is estimated to provide 30 housing units and possibly some additional community uses, and is well-located within a town centre and close to a train station. The site is currently in use, but if the telephone exchange can be relocated, redevelopment would be a good use of previously developed land.
2 Saxley Court and 117 Victoria Road, Horley	+	+	0	++	+	+	+	++	0	++	++	0	+	0	0	0	This site is estimated to provide 60 housing units and retain the existing retail uses, and is well-located within a town centre and close to a train station. The site is sequentially preferable in terms of flooding.
Royal Mail, Horley	+	+	0	++	+	++	+	++	0	++	++	0	+	0	0	0	This site is estimated to provide 15 housing units and 500sqm or retail uses that could provide employment and boost the economy, and is well-located within a town centre and close to a train station. The site is currently in use, but Royal Mail are considering relocating - redevelopment would be a good use of previously developed land if this happens. The site is sequentially preferable in terms of flooding.

## Sustainable Urban Extensions Allocations

- 4.28. A total of 33 potential Sustainable Urban Extensions were appraised in the Regulation 18 sustainability appraisal, and the same sites have been appraised here for consistency. The chosen alternatives are sites ERM1, ERM2, ERM3, ERM4, ERM5, SSW2, SSW6, SSW7, SSW9, NWH1, NWH2, and SEH4.
- 4.29. These sites were chosen for a combination of their sustainability appraisal, the likelihood of them coming forward for development, their spatial locations in relation to existing towns, and assessments of their green belt value.
- 4.30. The ERM sites all scored well in the appraisal, with particularly good scores for objectives related to housing, the economy, flood risk, and sustainable transport and greenhouse gases, although some sites scored negatively for landscape impact, biodiversity, and air and noise pollution, and these issues will have to be mitigated against. Sites SSW2 and SSW7 scored similarly well on housing, economy, and flood risk, and did not have the same negative scores as the ERM sites on landscape and biodiversity, though they are located further away from a town centre and will probably be more reliant on unsustainable transport modes. Site SSW6 is a small part of a larger parcel, but was a logical infill to the existing urban area and free from flood risk. Site SSW9 scored similarly, but must also mitigate against harm to heritage assets. The three sites in Horley present more potential negatives, with issues around flooding, noise and air pollution, and landscape impact. However, site SEH4 is very sustainably located close to the town centre, and the NWH sites are close to the growing northwest sector development in Horley, and will thus be well-located for services and additional public transport that will eventually come into being in the area.
- 4.31. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix J](#). A summary of the assessments for the selected sites can be seen in [Appendix O](#).

Sustainable Urban Extension Allocations																	
Site	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
NWH1 - Land at Meath Green Lane	++	+	-	--	0	+	+	--	0	-	-	?	0	-	-	0	The site is estimated to have a capacity of 59-119 dwellings. The site is a significant distance from the town centre, and is likely to increase car use significantly. Much of the site is located within a flood zone, and the site is likely to have a negative impact on landscape character due to introducing a large amount of housing into a rural area. The site also contains some listed buildings and an area of archaeological potential. However, the site presents the opportunity to complete the Riverside Green Chain around Horley, potentially having a very beneficial impact on health and wellbeing.
NWH2 - Land at Bonehurst Road	+	0	0	0	0	+	+	0	0	--	--	0	0	-	0	0	The site is estimated to have a capacity of 26-52 dwellings. Most of the site is located within a flood zone, and the site is located within an AQMA and close to Gatwick Airport, suggesting there may be some problems with air quality and noise pollution.

SEH1 - Land at Fishers Farm and Bayhome Farm	++	+	0	++	0	+	+	+	0	-	-	0	0	-	0	0	The site is estimated to have a capacity of 107-214 dwellings. The site is close to the town centre and employment area, with access to public transport. The site would potentially open up access to the Urban Open Land contained within its boundaries, improving public health and access to recreation. However, the site is within an AQMA, suggesting problems with air pollution that may affect residents' health. Part of the site is also within a flood zone.
SEH2 - Land West of Balcombe Road	++	-	0	0	0	+	0	0	0	++	++	0	0	-	--	0	The site is estimated to have a capacity of 46-93 dwellings. The site is located within an AQMA and close to Gatwick Airport, suggesting there may be some problems with air quality and noise pollution; and is <u>predominately</u> <del>entirely</del> within the Gatwick Open Setting, meaning it would have a strong negative impact on landscape character by <u>reducing</u> <del>closing</del> the gap between Gatwick and Horley. The site is currently listed as Urban Open Land, and the loss of this as open land may impact negatively on health and quality of life of local residents. However, the site is sequentially preferable from a flood risk perspective, with only a very small amount of the site at risk of flooding.

SEH3 - Land East of Balcombe Road	0	-	0	0	-	+	0	0	0	-	-	0	0	--	--	0	<p>The site is adjacent to an AQMA and close to Gatwick Airport, suggesting there may be some problems with air quality and noise pollution, with the site falling entirely within the 57dB noise contour of Gatwick Airport, making development considerably less likely; and is entirely within the Gatwick Open Setting, meaning it would have a strong negative impact on landscape character by closing the gap between Gatwick and Horley. The site is also partially within a flood zone, and would lead to the loss of existing businesses on the site.</p>
SEH4 - Land off The Close and Haroldslea Drive	++	-	0	++	+	+	0	+	0	-	-	0	+	-	-	0	<p>The site is estimated to have a capacity of 101-151 dwellings. The site is close to the town centre and employment area, with access to public transport. The site would represent a good use of previously developed land, as it would densify an existing residential area (although would also lead to some potential loss of employment uses). However, part of the site also falls within the Gatwick Open Setting which aims to maintain separation between Gatwick and Horley. The site is close to Gatwick Airport, and part of the site is also within the 57dB noise contour of Gatwick and close to an AQMA, suggesting problems with noise and air pollution that may affect residents' health. The western half of the site is also within a flood zone.</p>

SEH5 - Land West of Burstow Stream	++	-	0	-	0	+	+	-	0	0	0	-	+	-	--	-	The site is estimated to have a capacity of 158 dwellings. The site is difficult to access and likely to increase car use significantly. The site is likely to have a negative impact on landscape character, which is considered of high priority, and part of the site also falls within the Gatwick Open Setting which aims to maintain separation between Gatwick and Horley. The site is within 100m of the M23, and part of the site falls within the 57dB noise contour of Gatwick, suggesting large problems with noise and air pollution that may affect residents' health.
SEH6 - Land at Newstead Hall	--	-	0	0	0	+	+	0	0	--	--	-	0	0	0	--	The site is entirely within a flood zone and is largely covered in dense woodland, the removal of which would have a negative impact on biodiversity and potentially on human health due to air quality issues. The site is difficult to access and likely to increase car use significantly.
SEH7 - Land at Wilgers Farm	+	-	0	+	0	+	+	0	0	--	--	-	0	0	0	0	The site is estimated to have a capacity of 30-60 dwellings. The site is quite close to the town centre and would likely be fairly accessible through sustainable modes of transport. However, most of the site is located within a flood zone, and the site has previously been earmarked for use as a town park for Horley - using it for housing would obviously preclude the town park being located here.

SEH8 - Land at Farney View Farm	-	0	0	+	0	+	+	0	0	--	--	-	0	0	0	0	The site is estimated to have a capacity of only 3-7 dwellings, due to being almost entirely located within flood zones. The site is quite close to the town centre and would likely be fairly accessible through sustainable modes of transport, but would likely have some negative impact on landscape character in this rural area.
SEH9 - Land East of Wilgers Farm	--	0	0	-	0	+	+	-	0	--	--	-	0	0	-	0	The site is entirely within a flood zone, and difficult to access and likely to increase car use significantly. The site is also likely to have a negative impact on landscape character, jutting out into the countryside from the current urban area.
SEH10 - Land East of Farney View Farm	+	0	0	--	0	+	+	-	0	--	--	-	0	0	-	0	The site is estimated to have a capacity of 21-42 dwellings. The site is in an area with no public transport, and is likely to increase car use significantly. Most of the site is located within a flood zone, and the site is likely to have a negative impact on landscape character due to introducing a large amount of housing into a rural area.
SEH11 - Land at Harrowsley Green Farm	++	0	0	--	0	+	+	-	0	-	-	-	+	0	--	0	The site is estimated to have a capacity of 139-279 dwellings. The site is a significant distance from the town centre, and is likely to increase car use significantly. Part of the site is located within a flood zone, and the site is likely to have a negative impact on landscape character due to introducing a large amount of housing into a rural area. However, due to part of the site needing to be cleared of contamination before development can take

																			place, the site would reduce land contamination in the borough.
SEH12 - Land South of Haroldslea Drive	+	0	--	--	0	+	+	-	0	--	--	-	0	-	--	-			The site is estimated to have a capacity of 12-23 dwellings. The site is a significant distance from the town centre, and is likely to increase car use significantly. Most of the site is located within a flood zone, and the site is likely to have a negative impact on landscape character due to introducing a large amount of housing into a rural area. The site also contains some listed buildings and a scheduled ancient monument, as well as a potential SNCI. The southern part of the site falls within the 57dB noise contour of Gatwick Airport, suggesting potential problems with noise and possibly air pollution from the airport.
EH1 - Land at Langshott Wood	+	0	0	0	0	+	+	0	0	-	-	0	0	0	-	--			The site is estimated to have a capacity of 15 dwellings. Part of the site is located within a flood zone, and half of the site is covered with ancient woodland. The need to protect the woodland is likely to lead to a fragmented development, isolated from the existing urban area, with a negative impact on landscape character.

EH2 - Brock Wood	+	+	0	--	0	+	+	-	0	--	--	0	0	0	--	-	<p>The site is estimated to have a capacity of 15 dwellings. The site is a significant distance from the town centre, and is likely to increase car use significantly. The entire site is located within a flood zone, and the site is likely to have a negative impact on landscape character due to the area representing a key element of separation between Horley and Smallfield. Part of the site also contains an SNCI and ancient woodland. However, the site presents the opportunity to complete the Riverside Green Chain around Horley, potentially having a very beneficial impact on health and wellbeing.</p>
EH3 - Land North of Smallfield Road	+	0	0	0	+	+	+	0	0	--	--	0	0	0	--	0	<p>The site is estimated to have a capacity of 40 dwellings. The entire site is located within a flood zone, and the site is likely to have a negative impact on landscape character due to the area representing a key element of separation between Horley and Smallfield. The site would represent a densification of an area that already contains residential properties, a good use of previously developed land.</p>

ERM1 - Land at Hillsbrow	++	+	0	+	0	+	+	0	0	++	++	0	+	-	--	-	The site is estimated to have a capacity of 113-226 dwellings. The site is not located within a flood zone. The site is close to the town centre and employment area, with access to public transport. The site would potentially open up access to the Urban Open Land contained within its boundaries, improving public health and access to recreation. However, the site is close to a major road and a landfill site, leading to potential air and noise pollution issues. The site is also elevated and near the AGLV, meaning it may have a particularly strong landscape character impact. The site contains some area of ancient woodland, and generally contains dense woodland, as well as being adjacent to an SNCI.
ERM2 – Land West of Copyhold Works	++	+	0	+	0	+	+	0	0	++	++	-	+	-	0	--	The site is estimated to have a capacity of 79-157 dwellings. The site is not located within a flood zone. The site is close to the town centre and employment area, and to large open spaces, with access to public transport. However, the site is close to a major road and a landfill site, leading to potential air and noise pollution issues. The site is near the AGLV, but well separated from it by the landfill. However, almost the entire site falls within an SNCI.

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ERM3 - Former Copyhold Works	++	+	0	+	+	+	+	0	0	++	++	-	++	-	-	--	<p>The site is estimated to have a capacity of 92-183 dwellings. The site is not located within a flood zone. The site is close to the town centre and employment area, and to areas of open space, with access to public transport. The site is currently a landfill, so replacing this with housing would be a good use of previously developed land as long as an overall waste strategy is being pursued across the county and wider region. Residential development here would also necessitate the clearing of any contamination on the site. However, the site is close to a major road and is <u>adjacent to on-top-of</u> a landfill site, leading to potential air and noise pollution issues. The site is also elevated and near the AGLV, meaning it may have a particularly strong landscape character impact, and is very close to an SNCI.</p>
ERM4 - Land South of Bletchingley Road	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	-	<p>The site is estimated to have a capacity of 81-163 dwellings. The site is not located within a flood zone. The site is close to a local centre, but a significant distance from the better connected town of Redhill. The site is in an area with long range views possible, and may have an impact on landscape character. There is a wetland nature reserve and an SNCI very close to the site.</p>

ERM5 - Oakley Farm, Off Bletchingley Road	++	0	-	-	0	+	+	-	0	++	++	0	0	0	0	0	The site is estimated to have a capacity of 100-200 dwellings. The site is not located within a flood zone. The site is close to a local centre, but a significant distance from the better connected town of Redhill. The presence of two large motorways in the area means landscape impact is unlikely to be a great concern. However, there are a number of listed buildings within and adjacent to the site, and development may impact on their settings.
ERM6 - Land North of Radstock Way	++	--	-	-	-	+	+	-	0	++	++	0	0	-	0	0	The site is estimated to have a capacity of 45-90 dwellings. The site is not located within a flood zone. The site is close to a local centre, but a significant distance from the better connected town of Redhill. The presence of two large motorways in the area means landscape impact is unlikely to be a great concern. However, there is a listed building adjacent to the site, and development may impact on its settings. The site is currently used as a recreation ground, and the loss of this space may impact negatively on public health and wellbeing unless it is adequately replaced nearby; public health on a development on this site may also be affected by proximity to the motorways.

SSW1 - Land North of Park Lane East	++	+	-	-	0	+	+	-	0	++	++	0	0	0	--	0	The site is estimated to have a capacity of 168-336 dwellings. The site is not located within a flood zone. The site is some distance from the nearest town centre, although it is closer to a large park. The site contains and is adjacent to some listed buildings, and is adjacent to an Historic Park or Garden, which development could impact. The site is elevated and prominent, and located next to the AGLV, making potential landscape character impact a serious concern.
SSW2 - Land at Sandcross Lane	++	+	0	-	0	+	+	-	0	0	0	0	0	0	0	0	The site is estimated to have a capacity of 233-465 dwellings. The site is not located within a flood zone, but a large part of the site is at some risk of surface flooding. The site is some distance from the nearest town centre, although it is closer to some recreation facilities.
SSW3 - King George's Field	++	--	0	-	-	+	+	-	0	++	++	0	0	0	-	0	The site is estimated to have a capacity of 54-108 dwellings. The site is not located within a flood zone. The site is some distance from the nearest town centre, and as the site is currently used a recreation ground, development on this site would reduce access to sport, leisure and exercise opportunities in the surrounding area. The site is also close to the AGLV, making potential landscape character impact a serious concern.

SSW4 - Clayhall Farm	++	+	-	--	0	+	+	--	0	0	0	0	0	0	0	--	0	The site is estimated to have a capacity of 272-543 dwellings. A small amount of the site falls within a flood zone, and some of the rest of it is at risk of surface flooding. The site is some distance from the nearest town centre, although it is closer to a park and football pitch, which may contribute to increasing activity among residents. The site contains some Grade II listed buildings and curtilages, which development could impact. The site is in an area with long range views, and is adjacent to the AGLV, making potential landscape character impact a serious concern.
SSW5 - Land South of Slipshatch Road	++	+	0	-	0	+	+	-	0	0	0	0	0	0	0	-	-	The site is estimated to have a capacity of 158-317 dwellings, and is likely to be able to provide additional open space in an area that currently lacks it. A small amount of the site falls within a flood zone, and some of the rest of it is at risk of surface flooding. The site is some distance from the nearest town centre. The site is in an area with long range views, and the size of the development is likely to have some impact on landscape character in this area. The site is also adjacent to an SNCI and area of ancient woodland.
SSW6 - Land West of Castle Drive	+	0	0	-	0	+	+	-	0	+	+	0	0	0	0	-	0	The site is estimated to have a capacity of 15 dwellings. The site is sequentially preferable in terms of flood risk. The site is close to a local centre, but some distance from the more well-connected Reigate town centre.

SSW7 - Hartswood Nursery	+	+	0	-	0	+	+	-	0	++	++	0	0	0	0	0	The site is estimated to have a capacity of 26 dwellings. The site is not located within a flood zone. The site is some distance from the nearest town centre, although it is closer to a sports centre, which may contribute to increasing activity among residents.
SSW8 - Land at Hartswood Playing Fields	++	--	0	-	-	+	+	-	0	++	++	0	0	0	-	0	The site is estimated to have a capacity of 187 dwellings. The site is not located within a flood zone. The site is close to a local centre, but some distance from the more well-connected Reigate town centre, and as the site is currently used a recreation ground, development on this site would reduce access to sport, leisure and exercise opportunities in the surrounding area. The site is located in a part of the green belt that was rated as a high priority, leading to a potentially significant impact on landscape character.
SSW9 - Land at Dovers Farm	++	+	-	-	0	+	+	-	0	+	+	0	0	0	-	0	The site is estimated to have a capacity of 108 dwellings. Only a small part of the site is located within a flood zone. The site is near a local centre but is some distance from the nearest town centre, although it is closer to a sports centre, which may contribute to increasing activity among residents. The site contains or is adjacent to a number of Grade II listed buildings which may be impacted by development. The site is located in a part of the green belt that was rated as a high priority, leading to a potentially significant impact on landscape character.

SSW10 - Land East of Dovers Green Road	++	+	0	-	+	+	+	-	0	++	++	0	0	0	0	0	0	<p>The site is estimated to have a capacity of 101 dwellings. The site is not located within a flood zone. The site is near a local centre but is some distance from the nearest town centre, although it is closer to a sports centre, which may contribute to increasing activity among residents. The site contains or is adjacent to a number of listed buildings, but these are isolated from the bulk of the site and unlikely to be affected. The site is partially previously developed, containing houses and nursing home, and densification of this site could be seen as a good use of land.</p>
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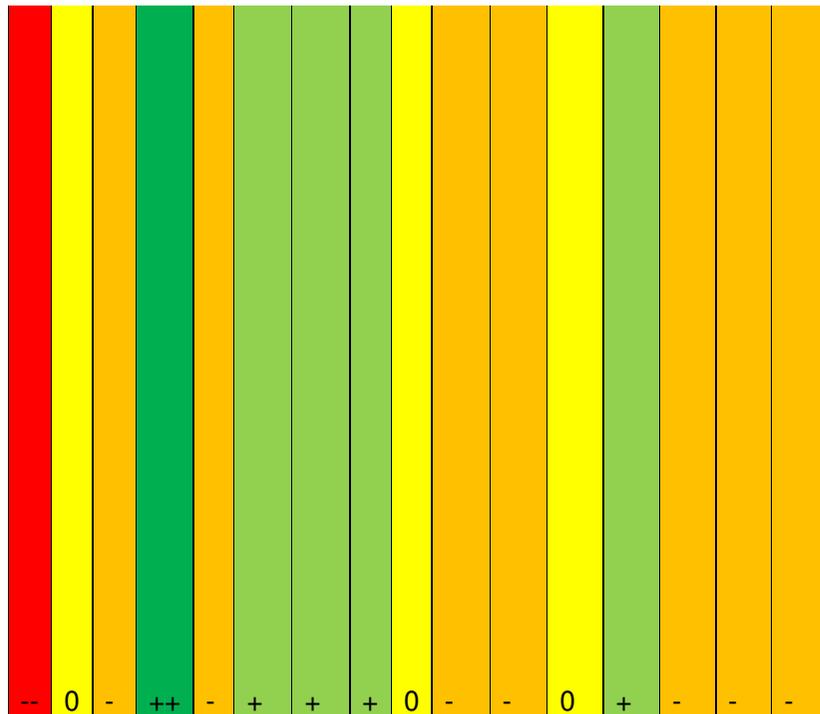
## Strategic Employment Site Allocations

- 4.32. In total, 14 sites were assessed as potential Strategic Employment Sites. All of the sites scored well for economic and employment objectives, as this kind of provision has been identified as something that can benefit the economy of the region.
- 4.33. However, many of the sites scored badly on objectives related to sustainable transport, reduction of greenhouse gases, and improvement of air quality due to being located in rural areas of Horley with limited public transport, and therefore likely to increase the use of cars to travel to and from them. Most sites were also partially or wholly located within flood zones, providing more negative scores. A number of sites were partially located within the Gatwick Open Setting designation, which aims to maintain a separation between the airport and the town of Horley, and were subsequently considered to have very negative impacts on landscape character.
- 4.34. A few sites closer to the town centre and train station received positive scores for sustainable transport due to their relatively high level of accessibility. Two sites received positive scores for reducing land contamination – these sites are currently contaminated, and this would need to be cleaned up before development could go ahead in these areas.
- 4.35. The [Strategic Employment Provision Opportunity Study](#) identified that an employment site in the borough should be a minimum of 20ha in size, a requirement that few of these sites meet. However, as many of the sites are contiguous to one another, there may be a possibility to combine two or more sites into a larger site that fulfils the 20ha requirement.
- 4.36. The chosen alternative [site allocation HOR9](#) is a combination of sites SEH1 and SEH2. While containing some negative elements related to landscape impact and noise and air pollution, the sites score more positively than most of the appraised sites in terms of flooding and sustainable transport, and when combined would provide a site large enough to meet the requirement identified in the Strategic Employment Provision Opportunity Study.
- 4.37. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix K](#).

Strategic Employment Site Allocations																	
Site	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
NWH1 - Land at Meath Green Lane	0	0	-	--	0	+	+	-	0	-	-	?	0	-	-	0	The site is a long distance from the existing town centre or employment area, and is likely to significantly increase car use in the area. Large parts of the site are within flood zones, and there are a number of listed buildings and an archaeological area within the site. The introduction of a large business park on the urban rural fringe is likely to damage the landscape character of the area.
NWH2 - Land at Bonehurst Road	0	0	0	0	0	+	+	0	0	--	--	0	0	-	0	0	The majority of the site is located within flood zones, and the site is near to residential properties and a busy main road, possibly leading to problems with noise and air pollution.
SEH1 - Land at Fishers Farm and Bayhome Farm	0	-	0	++	0	+	+	+	0	-	-	0	0	-	0	0	This site is located reasonably close to the town centre and is likely to be accessible by methods of transport other than cars. However, part of the site is located within flood zones, and the site is near to residential properties and a busy main road, possibly leading to problems with noise and air pollution.

SEH2 - Land Between Balcombe Road and Railway, Horley	0	-	0	0	0	+	+	0	0	++	++	0	0	-	--	0	Only a very small amount of this site is located within a flood zone, making it sequentially preferable. However, the site is near to residential properties and a busy main road, possibly leading to problems with noise and air pollution. The site is also entirely within the Gatwick Open Setting, meaning it would have a very detrimental effect on the landscape character of the area by closing the gap between Gatwick and Horley.
SEH3 - Land East of Balcombe Road, Horley	0	0	0	0	-	+	+	0	0	-	-	0	0	-	--	0	Development on this site would lead to the loss of some existing businesses, which may not be a good use of previously developed land. Part of the site is within a flood zone, and the site is near to residential properties and a busy main road, possibly leading to problems with noise and air pollution. The site is also entirely within the Gatwick Open Setting, meaning it would have a very detrimental effect on the landscape character of the area by closing the gap between Gatwick and Horley.

SEH4 - Land off  
The Close and  
Haroldslea  
Drive



Development on this site would lead to the loss of some existing houses, which may not be a good use of previously developed land and would negatively impact on housing in the borough. Part of the site is within a flood zone, and the site is near to residential properties and a busy main road, possibly leading to problems with noise and air pollution. The site is also partially within the Gatwick Open Setting, meaning it would have a very detrimental effect on the landscape character of the area by closing the gap between Gatwick and Horley. The site contains some listed buildings and some protected trees. However, the site is also located close to the town centre and is likely to be accessible by methods of transport other than cars. And because of pre-existing contamination on the site, which would need to be cleared up for development to take place, this site would reduce contamination in the borough.

SEH5 - Land West of Burstow Stream	0	0	0	-	0	++	++	-	0	0	0	-	+	-	--	-	<p>This site is difficult to access and likely to significantly increase car use in the area. The site is partially within the Gatwick Open Setting, meaning it would have a very detrimental effect on the landscape character of the area by closing the gap between Gatwick and Horley; and is also in an area of the Rural Surrounds of Horley judged to have high importance in terms of green belt functions. The site is close enough to Gatwick that it may suffer from noise pollution. The site may also have a negative impact on the ecologically poor Burstow Stream nearby. However, only a very small part of the site is within a flood zone, making it sequentially preferable when considering flood risk.</p>
SEH6 - Land at Newstead Hall	0	-	0	0	0	+	+	0	0	--	--	-	0	-	0	--	<p>The entire site is located within a flood zone, and much of the site is covered in dense woodland. The site is also located close to residential properties, and may cause problems relating to air quality and noise pollution, and may have a negative effect on the ecologically poor Burstow Stream nearby.</p>

SEH7 - Land at Wilgers Farm	0	-	-	+	0	+	+	0	0	--	--	-	0	-	0	0	The site is located close to residential properties, and may cause problems relating to air quality and noise pollution, and may have a negative effect on the ecologically poor Burstow Stream nearby. Most of the site is located within a flood zone, and the site contains three listed buildings. The site has previously been earmarked as a potential town park for Horley, and using it for a business park would obviously preclude this leisure and recreation use from coming to fruition. However, the site is reasonably close to the town centre, encouraging travel by methods of transport other than the car.
SEH8 - Land at Farney View Farm	0	0	0	0	0	+	+	0	0	--	--	-	0	-	0	0	The site is located close to residential properties, and may cause problems relating to air quality and noise pollution, and may have a negative effect on the ecologically poor Burstow Stream nearby. Most of the site is located within a flood zone. However, the site is reasonably close to the town centre, encouraging travel by methods of transport other than the car.
SEH9 - Land East of Wilgers Farm	0	0	0	-	0	+	+	-	0	--	--	-	0	-	-	0	This site is some distance from the town centre and likely to significantly increase car use in the area. The site is within an area of the Rural Surrounds of Horley judged to have high importance in terms of green belt functions. The site may also have a negative impact on the ecologically poor Burstow Stream nearby. The entire site is within a flood zone.

SEH10 - Land East of Farney View Farm	0	0	0	--	0	+	+	-	0	--	--	-	0	-	-	0	This site is some distance from the town centre and likely to significantly increase car use in the area. The site is within an area of the Rural Surrounds of Horley judged to have high importance in terms of green belt functions. The site may also have a negative impact on the ecologically poor Burstow Stream nearby. Almost the entire site is within a flood zone.
SEH11 - Land at Harrowsley Green Farm	0	0	-	--	0	++	++	-	0	-	-	-	+	-	--	0	This site is some distance from the town centre and likely to significantly increase car use in the area. The site is within an area of the Rural Surrounds of Horley judged to have high importance in terms of green belt functions. The site may also have a negative impact on the ecologically poor Burstow Stream nearby. Large parts of the site are within a flood zone, and there is a listed building on the site. However, because of pre-existing contamination on the site, which would need to be cleared up for development to take place, this site would reduce contamination in the borough.

SEH12 - Land South of Haroldslea Drive	0	0	--	--	0	++	++	-	0	--	--	-	0	-	--	-	<p>This site is some distance from the town centre and likely to significantly increase car use in the area. The site is within an area of the Rural Surrounds of Horley judged to have high importance in terms of green belt functions. The site may also have a negative impact on the ecologically poor Burstow Stream nearby. Most of the site is within a flood zone, and there is a listed building on the site. The site is close enough to Gatwick that it may suffer from noise pollution issues. The site contains a scheduled ancient monument, three listed buildings, and a potential SNCI, as well as being adjacent to an existing SNCI.</p>
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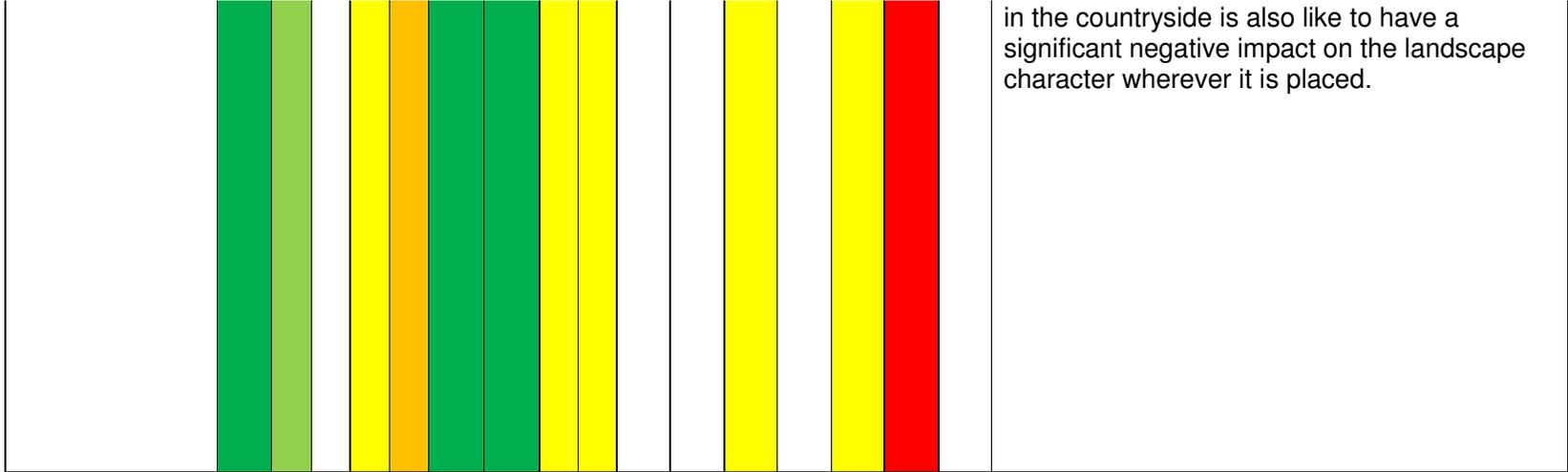
## Safeguarded Land Spatial Options

- 4.38. Five spatial options for safeguarded land beyond the end of the plan period were considered – small, medium, and large urban extensions, and medium and large standalone settlements. All options scored well for housing and employment objectives, the latter due to construction jobs created by the extra housebuilding. All sites scored poor or neutral marks for objectives related to sustainable transport and reduction of greenhouse gases, due to being located at the edges of towns or in rural areas rather than in town centre locations that better encourage walking, cycling, and public transport.
- 4.39. Small and medium urban extensions were considered more positive in terms of landscape impact due to their smaller size and location at the edge of existing built-up areas, as opposed to standalone settlements in the countryside. Small and medium urban extensions were also considered to disperse pressure on the water system more widely. However, larger extensions and standalone settlements were found to have better impacts on health and wellbeing, due to their ability to provide more open space for residents, and possibly to support additional health services. All of the options had the potential to be sustainable, with some mitigation measures put in place.
- 4.40. There was a relatively high amount of missing or unknowable data for this assessment, as the impact on many of the objectives would depend upon the exact location of a site, rather than the general spatial approach chosen.
- 4.41. The most sustainable option is identified through the appraisal process to be Option 5, a large standalone settlement. This option would easily provide the largest number of houses, and the exceptionally large nature of such a site means that a range of employment options, services, and facilities could also be provided. The size of such a site may also make it easier to provide additional public transport, whereas a medium-sized standalone settlement may have problems justifying additional public transport investment due to its comparatively smaller size. The major problem with a large standalone settlement is its impact on the landscape – however, while a large site in the countryside is likely to have a strong impact on landscape character, this is an issue that ultimately depends upon the choice of site. Some sites will have less of a landscape impact, or will find it easier to mitigate their landscape impact than others. As long as the sites are carefully chosen, therefore, this landscape impact problem could be overcome.
- 4.42. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix L](#).

Safeguarded Land Spatial Options																	
Objective	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1 - Numerous small scale extensions to urban areas	+	-	?	-	+	0	+	-	0	?	?	+	?	0	+	?	Small urban extensions would provide up to 500 new houses each, meaning that several would be needed to contribute to the borough's housing need in the next plan period. Being located at the edge of existing towns, they may be some distance away from established public transport networks and town and local centres, and without the required population to support new public transport or significant levels of retail, employment uses, open space, and services. However, by spreading out new housing across multiple small sites, the impact on water stress and landscape character in the borough may be abated somewhat.
2 - A few medium extensions to urban areas	+	0	?	-	+	+	+	-	0	?	?	+	?	0	+	?	Medium urban extensions would provide between 501 and 700 new houses each, and a few of these could make a reasonable contribution to the borough's housing need in the next plan period. Being located at the edge of existing towns, they may be some distance away from established public transport networks and town and local centres, and without the required population to support new public transport. However, they may be able to support some amount of retail, employment uses, open space, and services, and by spreading out new housing across multiple medium-sized sites, the impact on water



4 - Medium standalone settlement	++ + ?	-	-	++	++	0	0	?	?	0	?	0	--	?	<p>A medium standalone settlement would provide between 1,000 and 2,000 houses, and have a significant positive impact on the borough's housing need in the next plan period, as well as being able to support a significant amount of retail, employment uses, open space, and services, contributing to the borough's economy. However, being located in the countryside, it is unlikely to involve the use of any previously developed land, and will probably be some distance from existing public transport networks, and without the population required to support new public transport services. A standalone settlement in the countryside is also like to have a significant negative impact on the landscape character wherever it is placed.</p>
5 - Large standalone settlement	++ + ?	0	-	++	++	0	0	?	?	0	?	0	--	?	<p>A medium standalone settlement is expected to provide over 2,000 houses, and have a very significant positive impact on the borough's housing need in the next plan period, as well as being able to support a significant amount of retail, employment uses, open space, and services, contributing to the borough's economy. Being located in the countryside, it is less likely to involve the use of any previously developed land, and will probably be some distance from existing public transport networks, although there may be some possibility of creating new public transport networks around such a significant new population hub. A standalone settlement</p>



## Safeguarded Land Sites

- 4.43. A total of 37 sites were considered for safeguarded land, across all of the five potential spatial options. In this appraisal, the majority of sites received positive scores on objectives related to housing and economic issues, but poorer scores were common for objectives related to sustainable transport, greenhouse gases, and landscape impact. This is related to the distance that most potential safeguarded sites are from town centres, the lack of public transport to these relatively remote areas, and the size of the potential new settlements in rural or suburban edge areas.
- 4.44. Sites in Horley scored particularly poorly, largely due to receiving strong negative scores for flood risk. Sites in South Park and Woodhatch scored badly on sustainable transport and landscape objectives due to their remote locations. Across the rest of the borough, sites were more varied, with a mixture of positive and negative scores on objectives relating to air quality, land contamination, health and wellbeing, and heritage assets.
- 4.45. The chosen alternative is site SAS1. This site could provide significant amounts of housing to meet the needs of the borough in the next plan period if necessary. The site poses a potential problem for landscape character, but is at relatively low flood risk, would involve remediation of contaminated land, and is large enough to provide significant open space and, potentially, additional public transport options when combined with land on the Tandridge side of the border. It is also one of the few sites that could be said to meet the preferred spatial option of a large, standalone settlement.
- 4.46. Notably, these sites are not all large standalone settlements, which was the preferred spatial option. This is in recognition of the fact that the choice on sites has to be a compromise between the preferred spatial option, the sustainability of each site, and the availability of each site; also that the spatial options assessment was undertaken at a generic level, without the benefit of site specific information.
- 4.47. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix M](#).

Safeguarded Land Site Allocations																		
Site	Sustainability Objective																Comments	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
BAN1 - Land North of Croydon Lane	+	-	0	-	0	+	+	-	0	+	+	0	0	0	0	0	0	This site has an estimated capacity of 311 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. On other sustainability issues, the impact of development on this site would be fairly neutral.
BAN2 - Land South of Croydon lane	+	0	0	-	0	+	+	-	0	+	+	0	+	0	--	0	0	This site has an estimated capacity of 328 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. However, the landscape impact of development on this site is likely to be negative due to its location in a narrow gap between settlements.

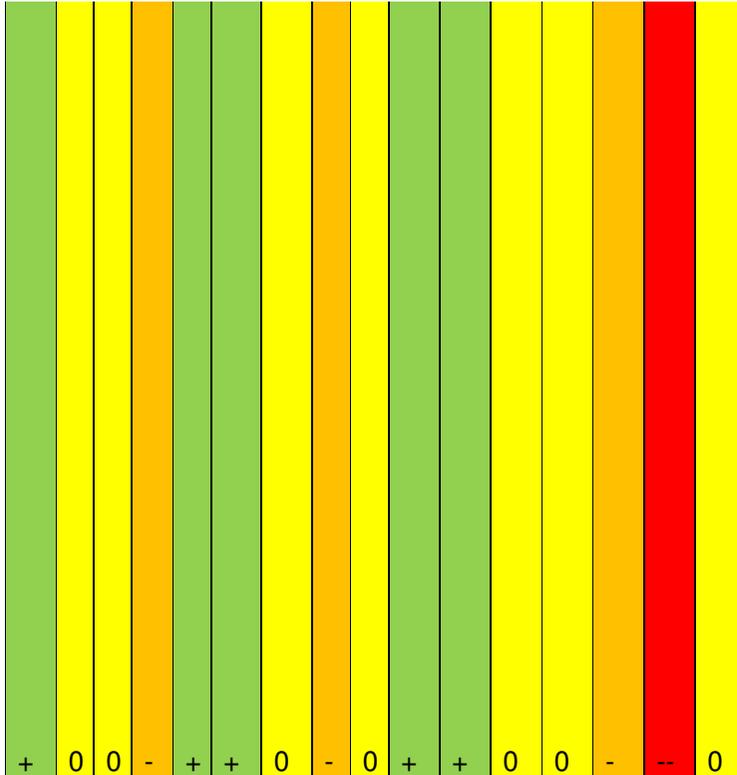
<p>BAN3 - Land South of Woodmansterne Lane</p>	<p>+ +</p>	<p>0 0</p>	<p>0 0</p>	<p>- 0</p>	<p>0 +</p>	<p>+ +</p>	<p>- 0</p>	<p>0 0</p>	<p>+ +</p>	<p>+ +</p>	<p>0 0</p>	<p>0 0</p>	<p>0 0</p>	<p>-- 0</p>	<p>0 0</p>	<p>This site has an estimated capacity of 187 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. Although the impact of development on most other sustainability issues is likely to be neutral, the landscape impact is likely to be negative due to its location in a narrow gap between settlements.</p>
<p>BAN4 - Land East of Park Road</p>	<p>+ +</p>	<p>0 0</p>	<p>- -</p>	<p>0 0</p>	<p>+ 0</p>	<p>0 0</p>	<p>- 0</p>	<p>0 0</p>	<p>+ +</p>	<p>+ +</p>	<p>0 0</p>	<p>0 0</p>	<p>0 0</p>	<p>-- 0</p>	<p>0 0</p>	<p>This site has an estimated capacity of 470 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The site currently contains employment uses that may be lost in any redevelopment, impacting on economic sustainability in the area. There are listed buildings on the site, as well as conservation area and historic park and garden designations, so development may affect these heritage assets. The heritage assets in the south of the site also contribute to the landscape's high sensitivity to change, and development would also substantially alter the landscape by reducing the gap between two settlements.</p>

BAN5 - Land West of Park Road	+	-	-	0	0	+	+	0	0	+	+	0	0	0	-	0	This site has an estimated capacity of 515 housing units at a density of 30dph. The site scores well for not being located within any flood zones, and receives a neutral score for sustainable transport and carbon emissions because of easy access to a road with multiple bus routes as well as proximity to the town centre of Banstead. However, the landscape impact of development on this site is likely to be negative due to the high sensitivity to change of the southern part of the site, which also contains a number of listed buildings and is covered by a conservation area designation.
BAN6 - Land North of Woodmansterne Lane	+	0	0	-	0	+	+	-	0	+	+	0	0	0	-	0	This site has an estimated capacity of 105 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities is likely to increase car use. Development on the site would also be likely to have a negative effect on landscape character in the area by extending the urban area north of Woodmansterne Lane.
BAN7 - Land at Boundary Farm, Woodmansterne	+	0	0	-	0	+	+	-	0	+	+	0	0	0	-	0	This site has an estimated capacity of 154 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities is likely to increase car use. Development on the site would also be likely to have a negative effect on landscape character in the area by extending the urban area north of Woodmansterne Lane.

BAN8 - Land South of Cunningham Road, Woodmansterne	+	+	-	0	-	0	+	+	-	0	+	+	0	0	0	0	0	-	This site has an estimated capacity of 122 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is entirely located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.
BAN9 - Land Off Kingscroft Road, Woodmansterne	+	+	-	0	-	0	+	+	-	0	+	+	0	0	0	0	0	-	This site has an estimated capacity of 187 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is entirely located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.

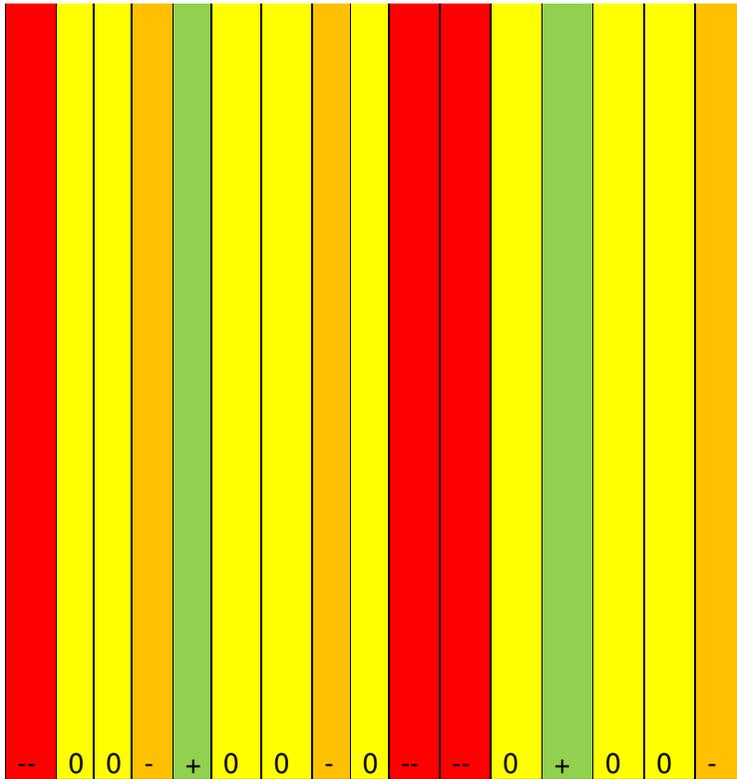


HC28 - Land at Meadowcroft, Balcombe Road



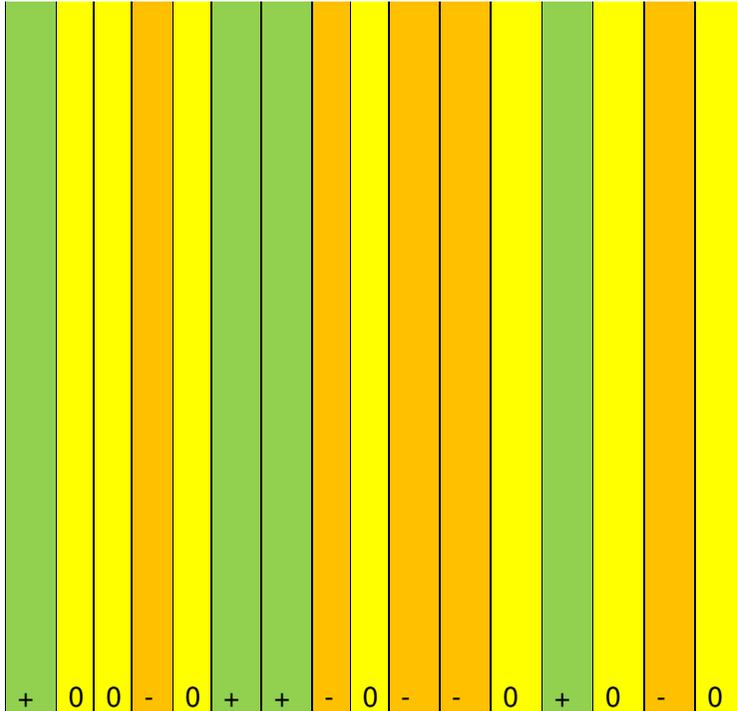
This site has an estimated capacity of 56 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but this is slightly tempered by a relatively large risk of surface flooding. The site receives a bad score for sustainable transport and carbon emissions because its distance from services and limited bus service is likely to increase car use. Redevelopment of this site, which currently contains some commercial uses, could be seen as a positive use of previously developed land if employment uses are provided elsewhere in the borough through the local plan; however, removal of these specific employment uses could also be seen to negatively impact on economic sustainability in the directly surrounding area. The site is located within an air quality management area, and the requirement to not worsen air quality in this area may be a problem for development. Development on this site would be likely to have a significant negative impact on landscape character by reducing the gap between Horley and Gatwick Airport, and removing part of the Gatwick Open Setting that the site falls within.

HE01 - Land at Haroldslea Drive, Horley



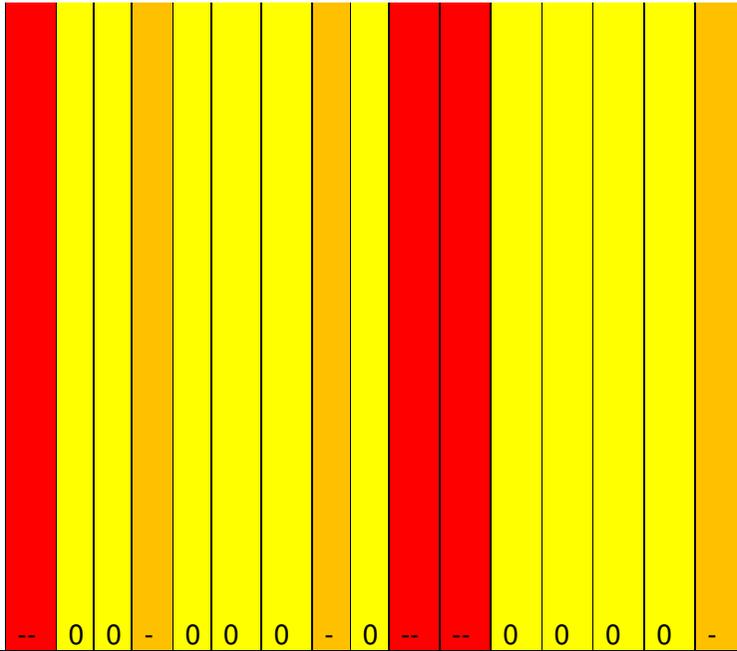
Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores very badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is potentially contaminated at present, so development here would help to reduce land contamination in the borough; and as the site is currently overgrown and contains derelict farm buildings, development on this site may be seen as a positive use of previously developed land that would not have a negative impact on the landscape. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.

HE05 - Land at Harrowsley Green Farm



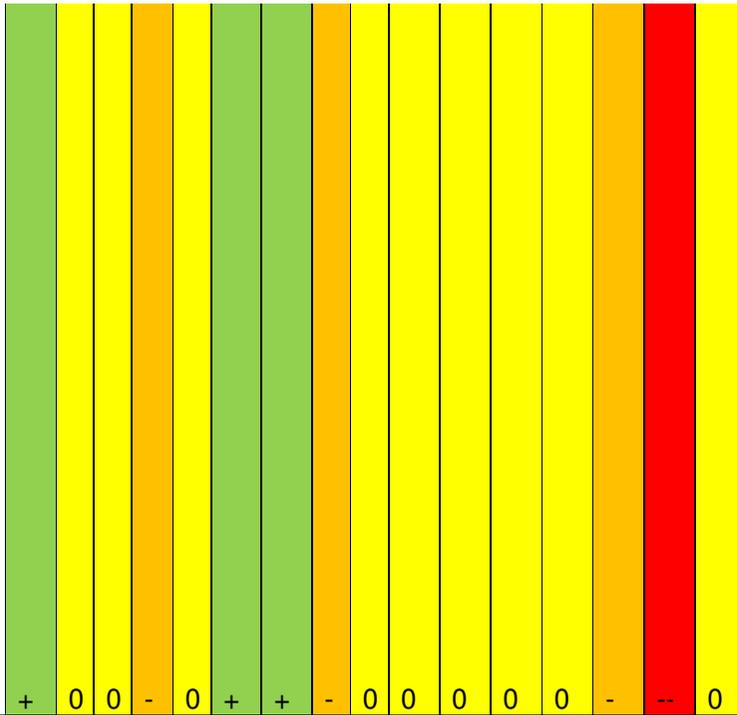
Taking into account flood constraints, this site has an estimated capacity of 56 housing units at a density of 30dph. Most of the site falls within flood zones 2 and 3. The site scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities is likely to increase car use. The site is potentially contaminated at present, so development here would help to reduce land contamination in the borough. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area. The site scores negatively for landscape impact because of its very isolated nature within the countryside in an area of medium to high sensitivity to change. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.

HE09 - Land at  
Newstead Hall,  
Horley



Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area. The majority of the site is also covered with trees that have tree protection orders on them, creating a further conflict between environmental protection and development.

HE10 - Land  
Rear of 17 The  
Close, Horley



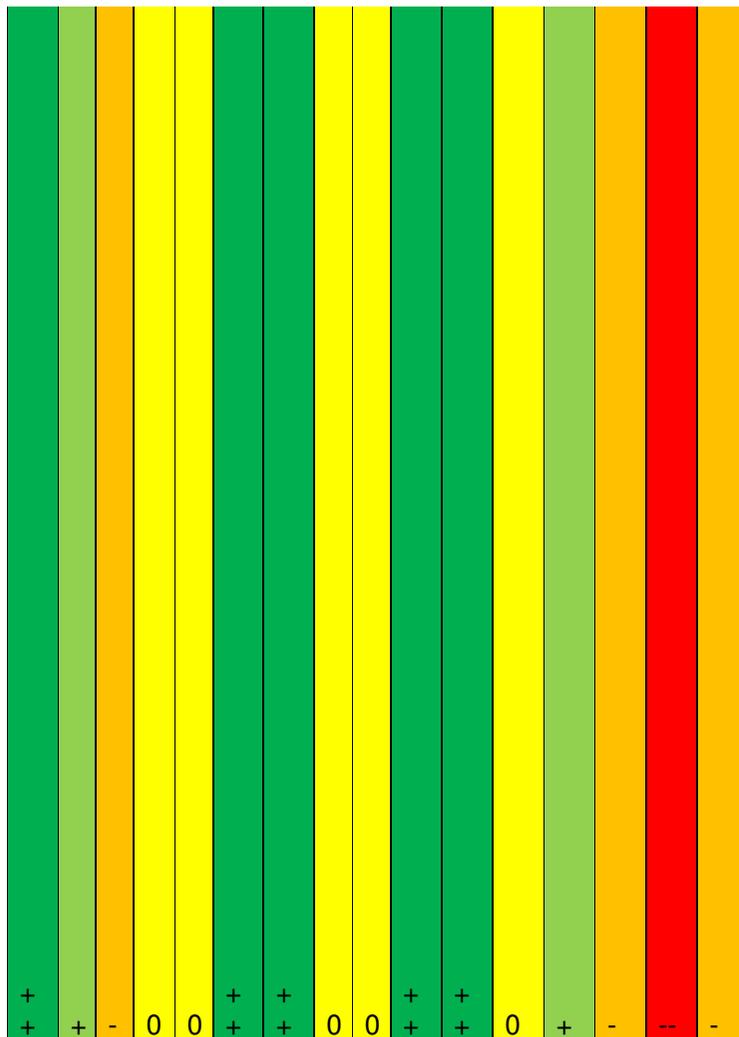
Taking into account flood constraints, this site has an estimated capacity of 46 housing units at a density of 30dph. Part of the site falls within flood zones 2 and 3, but there is still a relatively large proportion of the site that can be built on. The site scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities and limited bus service is likely to increase car use. The site is located very close to an air quality management area, and the requirement to not worsen air quality in this area may be a problem for development. The proximity to Gatwick Airport and the A23 road may also have negative noise and air pollution impacts on residents of a development on this site - in particular, the site is within the 57dB noise contour of the airport, which is usually considered a threshold for community noise annoyance. Development on this site would be likely to have a significant negative impact on landscape character by reducing the gap between Horley and Gatwick Airport, and removing part of the Gatwick Open Setting that the site falls within.

<p>HE11 - Land Adjoining 61 Silverlea Gardens, Horley</p>	-	0	-	0	0	0	0	0	0	0	-	-	0	+	0	0	0	<p>Because of significant flood constraints, this site has an estimated capacity of only 3 housing units at a density of 30dph. Much of the site falls within flood zones 2 and 3. The site will have a neutral impact on economic sustainability due to the lack of possible development on the site. The site receives a neutral score for sustainable transport and carbon emissions because of its relative closeness to facilities. The site contains some listed buildings that are not well-shielded and may be affected by development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough.</p>
<p>HE14 - Seymour, Haroldslea Drive, Horley</p>	--	-	0	-	0	0	0	-	0	--	--	0	0	+	0	-	0	<p>Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores very badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to significantly increase car use - to the extent that the site also scores badly for health issues because of the unlikelihood of residents being able or willing to walk or cycle from this location. The site scores negatively for landscape impact because of its very isolated nature within the countryside in an area of medium</p>

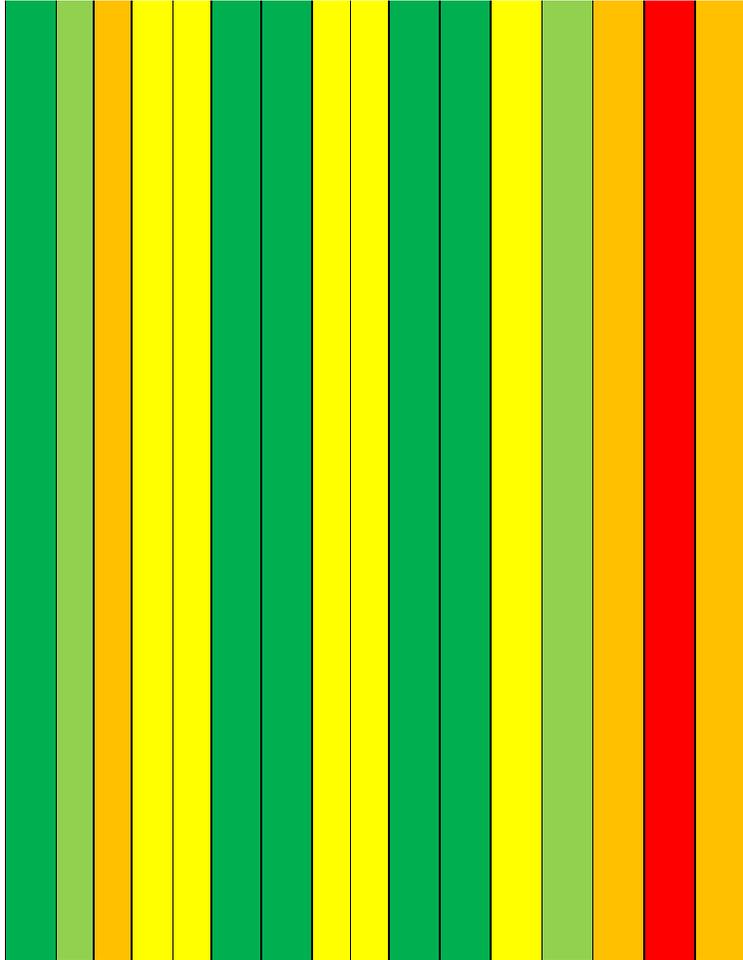
																<p>to high sensitivity to change. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough.</p>
<p>HE15 – Thor’s Field, Haroldslea Drive, Horley</p>	--	0	0	-	0	0	0	-	0	--	--	0	0	0	0	<p>Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to significantly increase car use. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities</p>

																			and encouraging opportunities for enhanced biodiversity in the area.
M21 - Land North of Radstock Way, Merstham	+	-	0	-	-	+	+	-	0	+	+	0	0	-	0	0			This site has an estimated capacity of 77 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The land is currently used as a recreation ground, the removal of which would affect the health of local residents unless the recreation ground were reprovided somewhere else nearby; this could also be seen as contrary to the objective of using previously developed land to the best effect. The site is located very close to an air quality management area, and the requirement to not worsen air quality in this area may be a problem for development. The proximity to the M23 and M25 motorways may also have negative noise and air pollution impacts on residents of a development on this site.

M26 - Land at Chaldon, Alderstead, and Tollsworth Farm

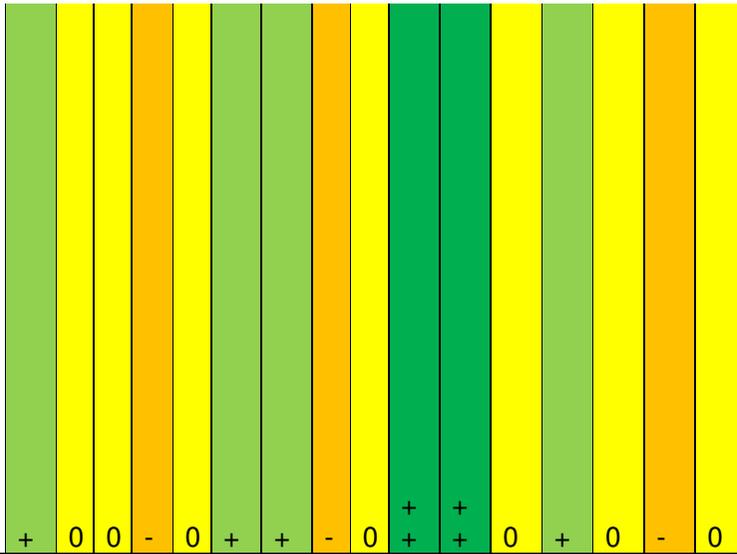


This site has an estimated capacity of 3723 housing units at a density of 30dph. The site scores well for not being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. There are some listed buildings on the site which may be affected by development, and development on the site may also have a negative effect on the nearby Netherne conservation area. A number of areas of ancient woodland, actual and potential sites of nature conservation importance, and sites of special scientific interest fall within the site, and there may be some conflict between biodiversity and conservation needs and the impulse to maximise development. The site is close to the M25 motorway, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site and its proximity to the village of Netherne - the landscape of the surrounding area would be changed beyond recognition by a development of this size. The entire site falls within the area of great landscape



value or area of outstanding natural beauty designations, and development would also impact these important and protected designations. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough.

RE19 - Nutfield  
Lodge, Redhill



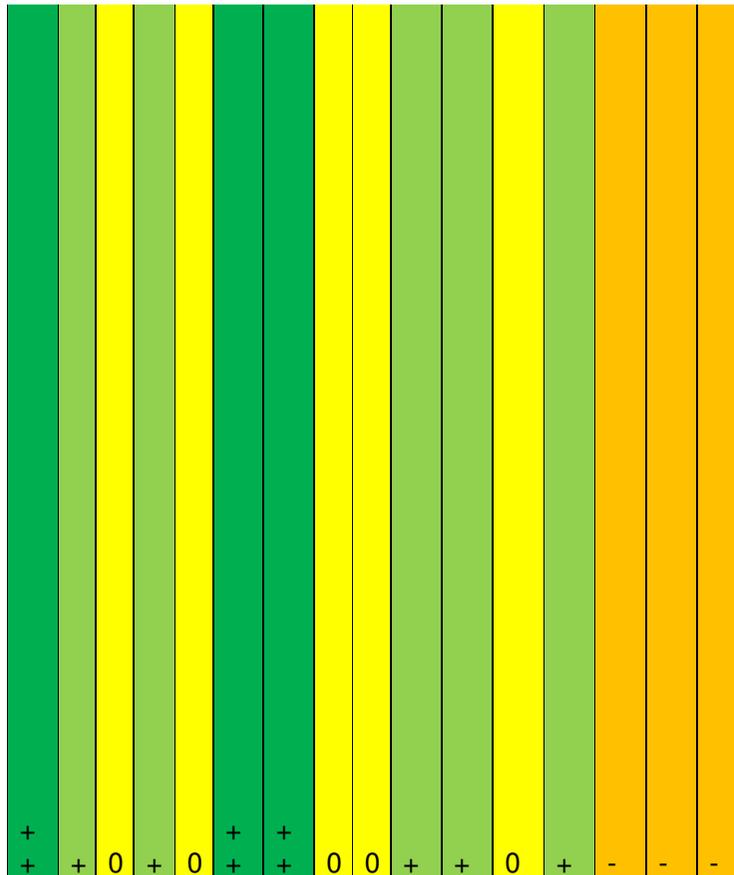
This site has an estimated capacity of 54 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from existing facilities is likely to increase car use. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is very close to a fairly large number of biodiversity assets, including ancient woodland, a biodiversity opportunity area, and a site of nature conservation importance. The impact of development on the landscape character is likely to be negative due to the sloping topography of the site and the close proximity to the area of great landscape value designation.

RE28 - Patteson  
Court, Nutfield  
Road, Redhill

+	0	-	-	+	+	0	-	0	+	+	0	0	0	0	0
+	0	-	-	+	+	0	-	0	+	+	0	0	0	0	0

This site has an estimated capacity of 15 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from existing facilities is likely to increase car use. The site is very close to some sensitive biodiversity assets, including a biodiversity opportunity area and a site of nature conservation importance. There is a listed building on the site which may be affected by any development on this small and well-contained site. Redevelopment of this site, which currently contains some commercial uses, could be seen as a positive use of previously developed land if employment uses are provided elsewhere in the borough through the local plan; however, removal of these specific employment uses could also be seen to negatively impact on economic sustainability in the directly surrounding area.

SAL1 - Land  
West of Picketts  
Lane



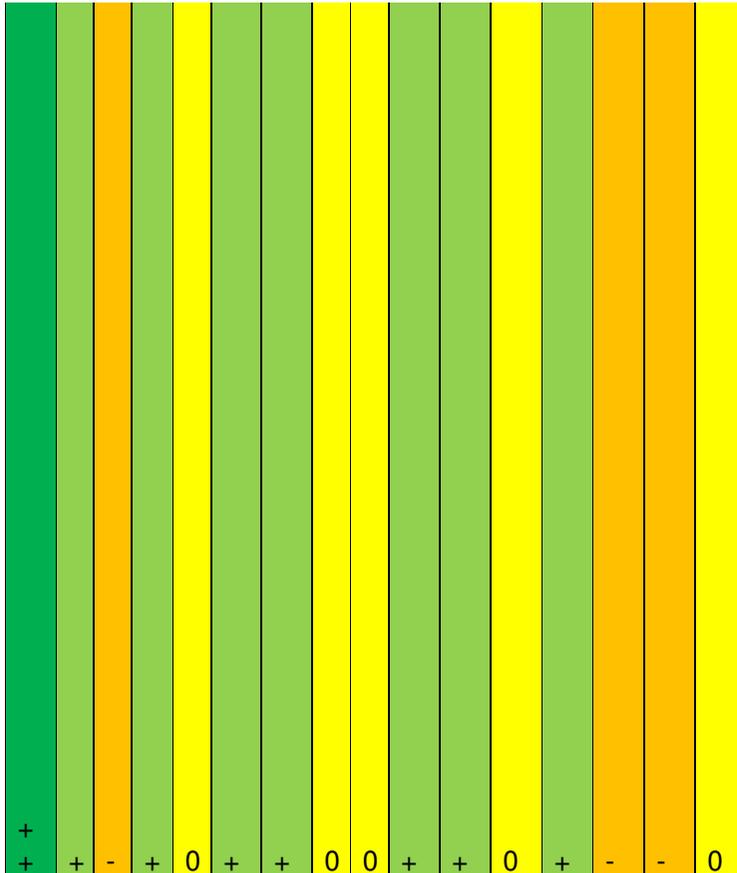
This site has an estimated capacity of 1012 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The very close proximity to Salfords local centre and train station gives this site a good score for sustainable transport and carbon emissions. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. There are two areas of ancient woodland and a potential site of nature conservation importance within the site. The site is close to a busy railway line and an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character in the area, due to the high sensitivity to change of much of the site; and due to the size of the site, which would essentially double the size of the existing town of Salfords.

SAL2 - Land  
South of  
Whitebushes  
Estate

+	+	0	0	0	+	+	0	0	+	+	0	+	-	-	-

This site has an estimated capacity of 683 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. There is an area of ancient woodland and three potential sites of nature conservation importance within the site. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area. The site is close to a busy railway line and an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character on the area, due to the size of the site and the amount to which it would reduce the gap between two settlements.

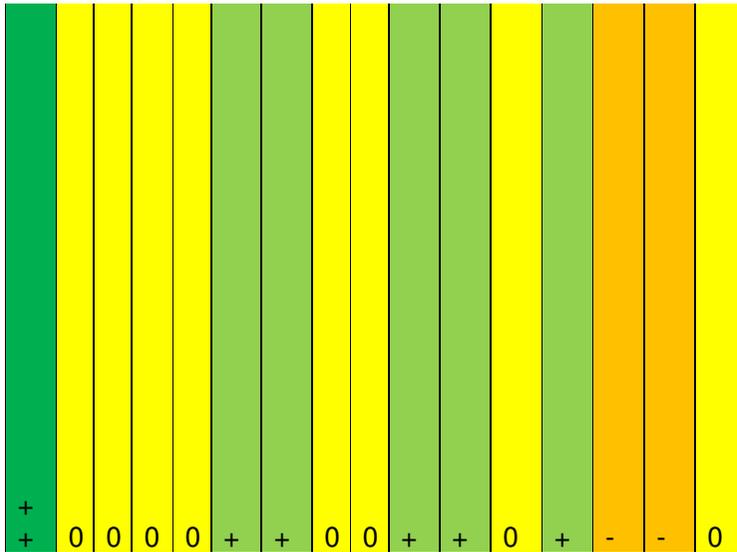
SAL3 - Land  
North of  
Honeycrook  
Lane



This site has an estimated capacity of 330 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones. The very close proximity to Salfords local centre and train station gives this site a good score for sustainable transport and carbon emissions. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. However, there are four listed buildings on the site that may be affected by development. A small amount of the site is within a biodiversity opportunity area, but this area is small enough that it should be possible to develop without damaging biodiversity. The site is close to a busy railway line and an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character on the area, due to the high sensitivity to change of much of the site; and due to the size of the site, which would significantly reduce the gap between two settlements.

SAL4 - Land East of Masons' Bridge Road	+	0	0	-	0	+	+	-	0	+	+	0	+	0	-	0	<p>This site has an estimated capacity of 391 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and other facilities is likely to increase car use. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. Development on the site is likely to have a negative impact on landscape character in the area, due to significantly expanding the size of South Earlswood.</p>
SAL5 - Land West of Montfort Rise	+	+	-	0	0	+	+	0	0	+	+	0	0	0	-	0	<p>This site has an estimated capacity of 242 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones. The site is fairly close to Salfords local centre and train station, and to regular bus services. The site could include some additional open space and would be suitable for walking due to its sustainable location, potentially improving the health of residents. Development on the site is likely to have a negative impact on landscape character on the area, due to the size of the site and the amount to which it would enlarge the town of Salfords, and its location in an area of high sensitivity to change.</p>

SAL6 - Land  
West of  
Bonehurst Road



This site has an estimated capacity of 344 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones. The site is fairly close to Salfords local centre and train station, and to regular bus services. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character on the area, due to the size of the site and the amount to which it would enlarge the town of Salfords, the reduction it would cause in the gap between two settlements, and its location in an area of high sensitivity to change.

SAS1 - Redhill  
Aerodrome

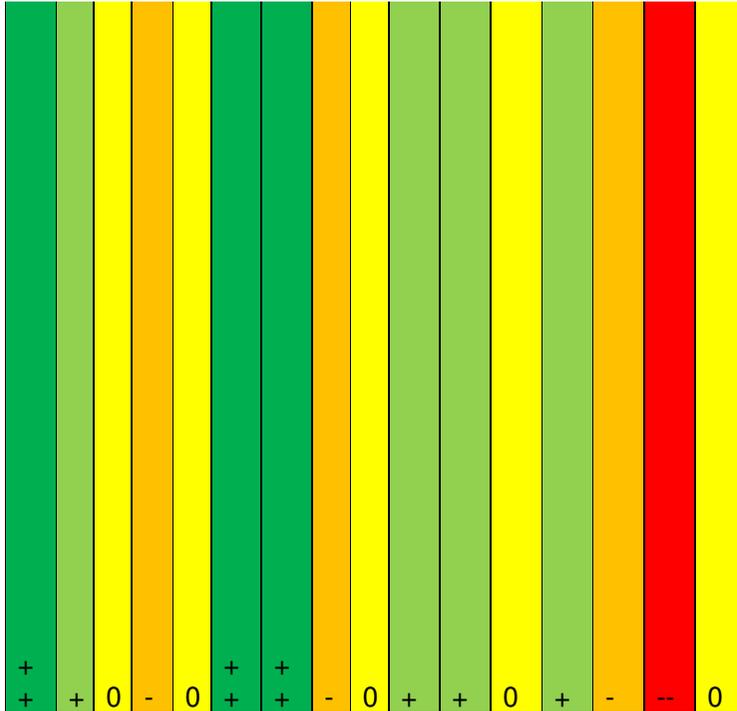
+	+	0	0	0	+	+	0	0	0	0	0	+	-0	--	0-

This site has an estimated capacity of 1312 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here wcould help to reduce land contamination in the borough. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside.

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SAS2 - Land at Ironsbottom	+	+	-	0	0	+	+	0	0	+	+	0	+	-	--	0	<p>This site has an estimated capacity of 2396 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. There are a large number of listed buildings on and next to the site, and these may be affected by development. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site and its proximity to the village of Sidlow - the landscape of the surrounding area would be changed beyond recognition by a development of this size.</p>
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SAS3 - Land  
South of  
Duxhurst Lane

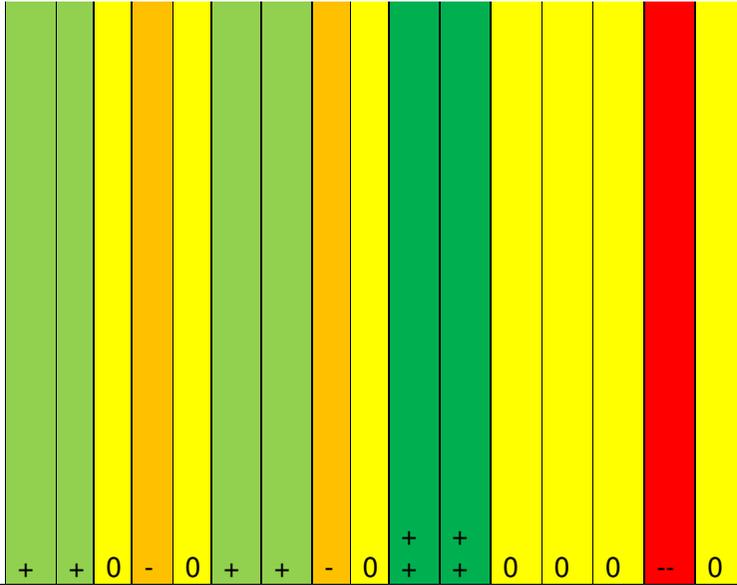


This site has an estimated capacity of 1250 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, and access to this site would be difficult due to the narrow country roads. A site of this size could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside.

SAS4 - Land at Crutchfield Lane	+	+	0	-	0	+	+	-	0	+	+	0	+	-	--	--	<p>This site has an estimated capacity of 1046 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, and access to this site would be difficult due to the narrow country roads. A site of this size could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside. Large parts of the site are taken up by areas of ancient woodland and actual and potential sites of nature conservation importance, which may introduce a conflict between maximising development and biodiversity and conservation needs.</p>
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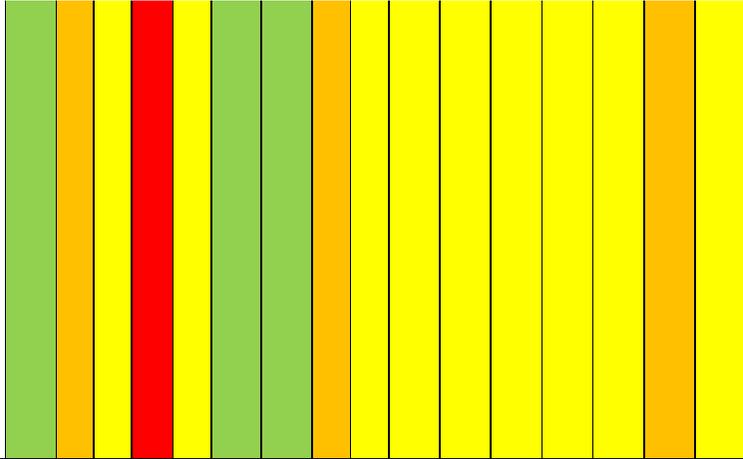
SPW09 - Land  
at Shepherd's  
Lodge Farm



This site has an estimated capacity of 38 housing units at a density of 30dph. The site scores well for having only a very small area of flood zone, and is located near a major park that could encourage healthy activities among residents. The site receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside. Development on the site would have a significant negative impact on landscape character due to the sloping topography of the site, the location on a wooded hillside that forms part of the setting of Reigate, and the close proximity of the area of great landscape value designation.

SPW15 - Land North of Slipshatch Road, Reigate	+	-	0	-	0	+	+	-	0	+	+	0	+	0	--	0	<p>This site has an estimated capacity of 296 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities and from bus services is likely to increase car use - consequently, it also receives a bad score for health and wellbeing due to the likelihood that residents will not be able or willing to walk or cycle from this site. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. Development on the site would have a significant negative impact on landscape character due to the close proximity of the area of great landscape value designation and the isolated nature of the site within the countryside.</p>
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<p>SPW16 - ASD on The Green, Reigate</p>	+	-	0	-	0	+	+	-	0	+	+	0	0	0	-	--	<p>This site has an estimated capacity of 49 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities and from bus services is likely to increase car use - consequently, it also receives a bad score for health and wellbeing due to the likelihood that residents will not be able or willing to walk or cycle from this site. Development on the site would have a significant negative impact on landscape character due to the isolated nature of the site within the countryside. The entire site is within a biodiversity opportunity area and a site of nature conservation importance, which may create conflict between maximising development opportunities and biodiversity and conservation needs.</p>
<p>SPW18 - Paddock, Dovers Green Road, Reigate</p>	+	-	0	-	0	+	+	-	0	0	0	0	0	0	-	0	<p>This site has an estimated capacity of 23 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities and from bus services is likely to increase car use - consequently, it also receives a bad score for health and wellbeing due to the likelihood that residents will not be able or willing to walk or cycle from this site. Development on the site would have a significant negative impact on landscape character due to the isolated nature of the site within the countryside. The site is partially within a</p>



biodiversity opportunity area, which may create conflict between maximising development opportunities and the need to enhance biodiversity in the area.

## Gypsy, Traveller, and Travelling Showperson Site Allocations

- 4.48. The Traveller Site Land Availability Assessment evaluated a wide range of sites, the majority of which were dismissed due to one or more major constraints, leading to the final shortlist of 11 sites assessed here.
- 4.49. The chosen alternatives are sites G3, G4, G9b, and G12. These sites were chosen because of their relatively limited impact on landscape character, and their availability – although they display some sustainability problems that may need mitigating action. In particular, sites G3, G4, and G11 are some distance from the nearest town or local centres, and consideration will need to be given to how residents will access services and facilities. The same sites are also very close to major roads, and mitigating action may need to be taken to reduce the impacts of noise and air pollution on human health and wellbeing.
- 4.50. The results of the assessment can be seen in the table below. The individual assessments can be seen in [Appendix N](#). A summary of the assessments for the selected sites can be seen in [Appendix O](#).

Gypsy, Traveller, and Travelling Showperson Site Allocations																	
Site	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BV16 - Land South of Woodmansterne Lane, Banstead	++	0	--	+	0	0	0	+	0	++	++	0	+	0	--	0	This site would provide up to 15 pitches and is preferable in terms of flood risk. The site is close to the centre of Banstead, and would reduce the need to travel by car. Some contamination would need to be cleaned up before the site could be inhabited. However, the site may have a negative impact on nearby heritage assets, and is located in an extremely narrow landscape gap between Banstead and Woodmansterne.
BV18 - Land South of Croydon Lane, Banstead (Parcel Option A)	++	0	0	+	0	0	0	+	0	++	++	0	0	0	--	0	This site would provide up to 15 pitches and is preferable in terms of flood risk. The site is close to the centre of Banstead, and would reduce the need to travel by car. However, the site may have a negative impact on the narrow landscape gap between Banstead and Woodmansterne.
BV18 - Land South of Croydon Lane, Banstead (Parcel Option B)	++	0	0	+	0	0	0	+	0	++	++	0	0	0	--	0	This site would provide up to 15 pitches and is preferable in terms of flood risk. The site is close to the centre of Banstead, and would reduce the need to travel by car. However, the site may have a negative impact on the narrow landscape gap between Banstead and Woodmansterne.

G3 - Woodlea Stables, Peeks Brook Lane, Horley	+	-	0	--	+	0	0	--	0	0	0	0	+	-	0	0	This site would provide up to 4 pitches, would re-use some previously developed land, and would require contamination to be cleaned up before the site could be inhabited. However, the site is a very long distance from the nearest services and facilities, and would likely increase the need to travel by car significantly. The site is also very close to a motorway, and the air and noise pollution from this road is likely to have a negative health impact on residents.
G4 - Treetops/Trentham, Peeks Brook Lane, Horley	+	-	0	--	+	0	0	--	0	-	-	0	+	-	0	0	This site would provide up to 2 pitches, would re-use some previously developed land, and would require contamination to be cleaned up before the site could be inhabited. However, the site is a very long distance from the nearest services and facilities, and would likely increase the need to travel by car significantly. The site is at risk of flooding. The site is also very close to a motorway, and the air and noise pollution from this road is likely to have a negative health impact on residents.
G6 - Land at Crossoak Lane/Picketts Lane, Horley	++	0	0	-	0	0	0	-	0	0	0	0	0	0	--	0	This site would provide up to 10 pitches, but is located some distance from the nearest services and facilities and would likely increase the need to travel by car. The isolated rural location means the site would also likely have a negative

																				landscape impact.
G9a - Land West of Plot 4, Fairacres, Axes Lane, Salfords	+	0	0	+	0	0	0	+	0	0	0	0	0	0	0	0	-	0	The site would provide up to 4 plots, and is close to the local centre of Salfords, providing easy access to services and facilities. However, the site is likely to have a negative landscape impact.	
G9b – Land South of Fairacres, Axes Lane, Salfords	+	0	0	+	0	0	0	+	0	+	+	0	0	0	0	0	0	The site would provide up to 5 plots, is preferable in terms of flood risk, and is close to the local centre of Salfords, providing easy access to services and facilities.		
G11 - Highlands, Blackhorse Lane, Lower Kingswood	+	-	0	-	+	0	0	-	0	++	++	0	0	-	0	0	The site would provide up to 4 pitches, is preferable in terms of flood risk, and would be located on a plot that is partially previously developed. However, the site is some distance from the nearest services and facilities and is likely to increase the need to travel by car. The site is also very close to a motorway, and the noise and air pollution from this road is likely to have negative health impacts.			

G12 - Land at Kents Field, Rectory Lane, Chipstead	+	0	0	0	0	0	0	0	0	0	++	++	-	0	0	0	0	This site would provide up to 2 pitches, and is preferable in terms of flood risk. However, the site is located in an area at high risk of groundwater contamination, which may be a concern.
The Old Rectory, Rectory Lane, Woodmansterne	+	0	0	0	0	0	0	0	0	0	0	0	-	+	0	0	0	This site would provide up to 4 pitches, and contains some contamination which would need to be cleaned up before the site is inhabited. However, the site is located in an area at high risk of groundwater contamination, which may be a concern.

## 5. Secondary, Cumulative, and Synergistic Effects

- 5.1. In the previous section of this report, the assessment tables have been read horizontally, to demonstrate the sustainability of each individual site, policy, objective, or spatial option. By reading the tables vertically, we can also see which particular objectives are most likely to be negatively impacted by a particular collection of sites. Where an objective received a number of negative scores in a single assessment, this will be explored in the paragraphs below. This does not apply to the airport parking policy options assessment or the safeguarded land spatial options assessment, as only one option was chosen for these assessments. The strategic employment site allocations assessment has also not been considered here, as although two options have been chosen, they are contiguous to one another and essentially form a single site. For the assessments, only sites that were chosen for allocation in the final Development Management Plan document will be considered, as sites that were not allocated cannot contribute to the cumulative impact of the plan.
- 5.2. For clarity, assessment tables containing only the selected sites have been included as [Appendix O](#). Tables have not been included in the appendix for the Development Management Plan objectives and policies, because all of the objectives and policies appraised in the previous section are included in the final Development Management Plan. The comments have been removed from the tables in the appendix to allow the scores to be more easily compared.
- 5.3. Development Management Plan Objectives: The only sustainability objective to score negatively for more than one policy was objective 5, to make the best use of previously developed land. This objective could potentially be impacted by the policies on Traveller sites and cemeteries, as these are very likely to be located on greenfield sites rather than previously developed land. However, these will form a very small proportion of development during the plan period, so the impact should be minimal, and no mitigating action is required.
- 5.4. Development Management Plan Policies: Sustainability objective 5, to make the best use of previously developed land, scored negatively with two policies – back garden development and Traveller sites, as all allocated Traveller sites are on green belt land and back garden land is not considered previously developed. As above, however, these are likely to make up a fairly small proportion of development during the plan period, so the impact will be

minimal and no mitigating action is required. Objective 7, to provide suitable employment opportunities scored negatively for the policies on retail warehousing, airport parking, and developing town centre uses outside town centre locations. These three policies all somewhat restrict the development of particular employment uses in particular places, which may somewhat reduce employment opportunities for residents of the borough. However, it is felt that these negative scores are strongly outweighed by the positive scores that this objective received from most of the other EMP and RET policies, and no mitigating action is required.

- 5.5. Urban Site Allocations: Given the number of sites involved in this assessment (28 urban sites are included in the Development Management Plan), objectives that have only scored negatively for two sites have not been considered, as it is not likely that two relatively small urban sites could have a cumulative negative impact when so many other urban sites score neutrally or positively for the same objective. In any event, criteria based policies in the DMP exist to manage and mitigate a wide range of impacts arising from development, and these will be applied to development across all allocated sites. In general, there are very few concerns about the cumulative impact of the allocated urban sites. Six of the sites scored negatively for objectives 10 and 11, to adapt to climate change and reduce flood risk. These sites should be expected to install SUDS to reduce the risk of flooding, and, where possible, to design development on the site to avoid the areas of worst flood risk. Five sites scored negatively on objective 14, to reduce noise and air pollution, due to being located near to sources of noise and pollution like motorways, major roads, and railway lines. Consideration should be given to appropriate shielding and the design of houses in these developments to reduce noise and air quality impacts where possible.
- 5.6. Sustainable Urban Extension Allocations: These sites present a number of potential cumulative impacts. Three of the sites present potential problems for heritage assets (objective 3), and three of the sites score badly for flooding, and consequently for climate change adaptation as well (objectives 10 and 11), but these impacts should be fairly localised, can be mitigated on a site by site basis via application of criteria based DMP policies, and not have a major cumulative impact across the borough. Six of the sites score negatively for objectives 4 and 8, on reducing the need to travel and promoting sustainable transport modes and reducing greenhouse gas emissions. This is due to the distance of the sites from town and local centres, and the lack of access to public transport, services, and facilities. Mitigation for this issue will involve considering better provision of public transport to these extensions, or designing them to include as many of the relevant services as possible – a solution which would also provide better accessibility to services for those living near the extensions. It should also be noted that there are geographical

limitations to new development opportunities in close proximity to the borough's town centres. A number of sites scored badly on objective 14, to reduce noise and air pollution, due to being located near to sources of noise and pollution like motorways and airports. This is again a localised issue, but consideration should be given to appropriate shielding and the design of houses in these developments to reduce noise and air quality impacts where possible. Six of the sites scored badly on objective 15, to protect landscape character, due to being located in various sensitive areas of landscape. Each individual instance of a negative impact on the landscape is, of course, a localised issue – but if a number of sites negatively impact the landscape within a short period of time, the overall character of the borough could be changed, especially as all the extensions would include the removal of land from the green belt. Mitigation against this is provided somewhat by policy MLS1, which aims to phase the urban extensions rather than releasing them for development all at once. However, in addition to this, sensitive design will be needed on each extension to ensure landscape impact is as limited as possible, and greater density on new developments in urban areas should be considered in order to help the borough meet its housing need without having to release all of the urban extensions for development. Development Management Plan policies requiring good design of new housing, green infrastructure, and open space in new developments will also help to mitigate the landscape impact. Finally, four of the sites scored negatively for objective 16, to protect and enhance biodiversity, due to being located in sensitive areas. The loss of biodiversity is a serious issue, and developments in Biodiversity Opportunity Areas must be required to maintain the current level of biodiversity or, preferably, to deliver a net gain in biodiversity; and all urban extensions should be expected to contribute to a borough-wide network of green infrastructure that can promote biodiversity.

- 5.7. Safeguarded Land Sites: The cumulative impacts of the safeguarded sites are less important at this point, as the sites are not being allocated for development through the DMP, will be further assessed through a subsequent local plan review and will not be developed until at least after the end of the current plan period in 2027. Regardless, only objective 15, to protect landscape character, scored negatively for more than one of the chosen sites. However, this objective scored negatively with all of the sites, and very negatively for one of them. Clearly, the primary cumulative impact of these sites is their potential impact on the countryside, being located in what is currently green belt land in rural locations. The best way to tackle this impact is to try to avoid it becoming an issue in the first place by continuing to encourage sustainable development on brownfield sites in the borough, however in the longer term such opportunities are inevitably going to become more limited. Higher levels of density could also be encouraged on new developments and on redevelopments of existing sites, to increase the

borough's ability to meet its housing need without having to turn to the safeguarded sites.

- 5.8. Gypsy, Traveller, and Travelling Showperson Sites: Sustainability objective 2, to improve public health, scores negatively for three of these sites, due to their proximity to motorways and the attendant noise and air pollution. The same sites score negatively for objective 14, to reduce air and noise pollution. The overall impact will be fairly small due to the small size of these sites, but consideration should still be given to providing appropriate shielding that could reduce the impact of the motorways on these sites. Three sites also scored negatively on objectives 4 and 8, to reduce the need to travel and encourage sustainable transport modes and to reduce greenhouse gas emissions. This is due to their distance from town and local centres and the services and facilities they contain. Again, the overall impact will be small due to the size of these sites, but consideration should be given as to how access to services and facilities can be provided to these communities without the need for them to use cars to reach local centres. Two sites scored negatively on objective 12, to protect water quality in the borough, due to being located in areas of high sensitivity to groundwater contamination. However, as these sites are contiguous with one another, the problem is isolated to a very small area and will not have a cumulative impact on the whole borough.
- 5.9. One of the major cumulative impact of the policies, objectives, and site allocations contained in the Development Management Plan is likely to be on the landscape character of the borough, and this is primarily due to the potential impact of urban extensions and future development on safeguarded land. The impact will be partially mitigated through the phasing of urban extension sites, as set out in policy MLS1, which allows for urban extension land to only be released for development as and when it is needed to maintain a five year housing land supply, rather than simply releasing it all at once. This will allow greater control over the landscape impact of large new developments. Negative landscape impacts can also be mitigated against by encouraging greater densities on new developments in the urban area, as this will be more likely to allow the borough to meet its agreed housing targets using urban brownfield land only, without the need to release the urban extensions (or, later, the safeguarded land) that would have more of a negative landscape impact. Development Management Plan policies requiring good design of new housing, green infrastructure, and open space in new developments will also help to mitigate the landscape impact.
- 5.10. The [sustainability appraisal](#) of the [Sustainable Urban Extensions Broad Geographic Locations Technical Report](#) also noted that general development in the borough, in combination with the urban extensions, could pose cumulative problems on traffic congestion. The modelling undertaken at this

time noted particular sensitivity to congestion at the Woodhatch junction, and throughout Reigate and Redhill. A Strategic Highway Assessment Report undertaken by Surrey County Council for the Development Management Plan considered the 'worst-case scenario' (that is, without any mitigation) for traffic impacts as a result of baseline growth plus all the proposed development sites in the Development Management Plan. The report found that the Strategic Employment Site is the primary contributor to cumulative traffic impacts – if the Strategic Employment Site is removed from consideration, traffic impacts over the plan period are significantly reduced and more evenly spread across the borough; if it is included, the impacts are relatively strong, and centred on Horley. Mitigation will therefore need to be identified if the Strategic Employment Site is to be brought forward – this will be more appropriately done at the planning permission application stage, at which point a more site-specific transport assessment can be undertaken, but may include infrastructure improvements or measures to significantly reduce the number of trips generated by the development. The report also identified a number of junctions and stretches of road that will be likely to suffer traffic stress from the proposed developments, and site-specific mitigation measures and infrastructural improvements may need to be identified and undertaken for development sites in these areas.

- 5.11. The sustainability appraisal of the Sustainable Urban Extensions Broad Geographic Locations Technical Report also identified a possible cumulative impact on school places, particularly secondary school places. The Infrastructure Delivery Plan 2017, and the evidence studies informing it, assess the cumulative impact of the development proposed in the Development Management Plan on infrastructure in the borough, including schools, health facilities, and utilities. Infrastructure schemes needed to address these impacts are listed in a schedule in the Infrastructure Delivery Plan, which is also included in the Development Management Plan. These include new schools and extensions to existing schools, particularly in the Redhill and Merstham area, and new or extended medical centres in Reigate and Horley.
- 5.12. The required infrastructural improvement will be funded by a combination of Community Infrastructure Levy income; funding from the Local Enterprise Partnership, Education Funding Agency, Highways England, and Surrey County Council; and through Section 106 planning obligations and Section 278 highways agreements for site-specific infrastructure.

## 6. Monitoring

- 6.1. Reigate & Banstead Borough Council produces a number of annual monitoring reports covering a range of areas relevant to plan making and the issue covered in the sustainability appraisal.
- 6.2. The [Annual Monitoring Report](#) combines a wide range of statistics into a single report, covering housing delivery, employment, economic development, environment and sustainability, infrastructure, and regeneration. The [Town and Local Centre Monitors](#) provide information on vacancies and occupiers in town and local centres, and an analysis of the use classes within them. The [Commercial Development Monitor](#) looks at planning permissions and completions of commercial developments and analyses the local commercial property market. The [Industrial Estates Monitor](#) focuses on the uses and vacancies within the dedicated employment areas of the borough. The [Housing Delivery Monitor](#) compares housing delivery to the targets in the plan and provides information on affordable housing delivery and trends in completions and new permissions. The [Environment and Sustainability Monitor](#) looks at planning decisions in heritage areas, development within the green belt and flood risk areas, nature conservation and landscape value, air pollution, nature conservation sites, and local transport projects.
- 6.3. In addition to these regular monitoring reports, a review of the Core Strategy must begin by July 2019, five years since the Core Strategy was adopted. This process will evaluate how well targets in the Core Strategy are being met, and statistics collected during this process will help to show how well the Development Management Plan is being implemented as well. Any sustainability appraisal undertaken during the review process will also require the creation of an updated scoping report, which will provide an opportunity to see what progress has been made on the key indicators since the last report.
- 6.4. Through the process of sustainability appraisal, a number of potential key indicators have emerged to track through these monitoring reports, covering the various likely impacts of development and referring back to a number of the sustainability framework objectives. These indicators include:
  - Affordable housing provision
  - Accessible housing provision
  - Amount of development on previously developed land
  - Amount of development on greenfield sites
  - Transport modal usage

- Number of trips per day at morning and evening peaks on the strategic road network
- Carbon dioxide emissions
- Renewable energy generated
- Energy efficiency of new build housing
- Water efficiency of new build housing
- Monitoring of air quality
- Quality of biodiversity sites
- Water quality
- Access to open or green space
- Access to sport, leisure, and recreation opportunities
- Available school places compared to need for school places
- Waiting times for GP appointments
- Vacancies in town and local centres
- Vacancies in employment areas

## Appendix A – Requirements of European Directive 2001/42/EC

The table below runs through the requirements of the Strategic Environmental Assessment Directive, as found in Annex I of the Directive, and indicates where each requirement is fulfilled within this report.

Directive Requirement	Section of This Report
An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	<ul style="list-style-type: none"> <li>• Introduction and Background               <ul style="list-style-type: none"> <li>○ The Development Management Plan</li> </ul> </li> </ul>
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	<ul style="list-style-type: none"> <li>• Summary of Scoping Report               <ul style="list-style-type: none"> <li>○ Baseline Information</li> </ul> </li> <li>• Appendix C</li> </ul>
The environmental characteristics of areas likely to be significantly affected	<ul style="list-style-type: none"> <li>• Summary of Scoping Report               <ul style="list-style-type: none"> <li>○ Baseline Information</li> </ul> </li> <li>• Appendix C</li> </ul>
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	<ul style="list-style-type: none"> <li>• Summary of Scoping Report               <ul style="list-style-type: none"> <li>○ Baseline Information</li> <li>○ Key Sustainability Issues and problems</li> </ul> </li> </ul>
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation	<ul style="list-style-type: none"> <li>• Summary of Scoping Report               <ul style="list-style-type: none"> <li>○ Relevant Plans, Policies, Programmes, and Sustainability Objectives</li> </ul> </li> <li>• Appendix B</li> </ul>
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors – these effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects	<ul style="list-style-type: none"> <li>• Sustainability Appraisal Assessments</li> <li>• Secondary, Cumulative, and Synergistic Effects</li> <li>• Appendices F to N</li> </ul>

<p>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme</p>	<ul style="list-style-type: none"> <li>• Sustainability Appraisal Assessments</li> <li>• Secondary, Cumulative, and Synergistic Effects</li> <li>• Appendices F to N</li> </ul>
<p>An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information</p>	<ul style="list-style-type: none"> <li>• Sustainability Appraisal Methodology</li> </ul>
<p>A description of the measures envisaged concerning monitoring in accordance with Article 10</p>	<ul style="list-style-type: none"> <li>• Monitoring</li> </ul>
<p>A non-technical summary of the information provided under the above headings</p>	<ul style="list-style-type: none"> <li>• Non-Technical Summary</li> </ul>

## Appendix B – Relevant Plans, Policies, Programmes, and Sustainability Objectives

Plan, policy, or programme	Summary of objectives or requirements	How to account for these objectives/requirements
<b>International Level</b>		
<a href="#">Johannesburg Declaration on Sustainable Development (2002)</a>	Affirms a worldwide commitment to sustainable development; to a “humane, equitable, and caring global society”; and to the ‘three pillars’ model of sustainable development.	By promoting social, economic, and environmental sustainability.
<a href="#">UNECE Convention on Access to Information, Public Participation in Decision Making, and Access to Justice in Environmental Matters (Aarhus Convention) (1998)</a>	The public has the right to easy access to environmental information; the public must be informed about projects that may have an environmental impact, and should be encouraged to participate in decision-making over such at an early stage; and the public has a right to judicial recourse in the case of violation of these principles or other environmental laws.	By disseminating information widely and following proper consultation procedures throughout the preparation of the local plan.
<a href="#">UN Framework Convention on Climate Change (1992)</a> , and its <a href="#">Kyoto Protocol (1997)</a>	The UNFCCC aims to stabilise greenhouse gases at a level that would prevent dangerous levels of climate change; the Kyoto Protocol sets specific targets for countries to achieve this. Despite considerable controversy over whether the Protocol is currently active, the EU has committed to a 20% reduction in emissions by 2020, based on 1990 levels. These are translated into national targets for each member state, based on their own circumstances, and the UK’s target is a 16% reduction.	Through policies that encourage or require a reduction in energy use in high-consumption areas such as transport, industry, and housing.

<a href="#">The Habitat Agenda (1996)</a>	A global commitment to ensuring adequate shelter for all, and to making human settlements safer, healthier, and more liveable, equitable, sustainable, and productive.	By fulfilling our commitments to affordable housing, open spaces, sustainable use of energy and other natural resources, good air quality and the reduction of all forms of pollution, and safe streets for all users.
<a href="#">Convention on Biological Diversity (1992)</a>	Recognises the importance of biodiversity and the need to use biological resources sustainably and share their benefits equitably. Encourages the application of the precautionary principle to preserve biodiversity.	By protecting and preserving the most biodiverse spaces in the borough, and encouraging a network of spaces that can sustain biodiversity throughout the borough.
<a href="#">Washington Charter on the Conservation of Historic Towns and Urban Areas (1987)</a>	The conservation of historic urban areas should be an integral part of regional planning, and the participation of residents in the conservation process should be encouraged.	By identifying areas of historic character and working with local residents to protect and preserve their character.
<b>European Level</b>		
<a href="#">European Commission 7th Environmental Action Plan (2013)</a>	Identifies priority objectives for the EU: <ul style="list-style-type: none"> <li>• Protect, conserve, and enhance natural capital</li> <li>• Become a resource efficient, low carbon economy</li> <li>• Safeguard citizens from environmental pressures and risks to health and wellbeing</li> <li>• Improve implementation of environmental laws</li> <li>• Widen the evidence base for environmental policy</li> <li>• Integrate environmental concerns into wider policy</li> <li>• Make cities more sustainable</li> </ul>	By ensuring the DMP takes a sustainable, low-carbon approach in all areas, and considers the ways in which the natural and built environment affects people's health and wellbeing. Additionally, by basing this approach on a wide and robust range of evidence.
<a href="#">Energy Efficiency Directive (2012)</a>	Establishes binding measures to reach a 20% energy efficiency improvement in all areas of the energy chain by 2020. These include a 1.5% efficiency improvement per year, and 3% of all government owned buildings being renovated each year.	By setting requirements for energy efficiency in new developments, and requiring the use of energy efficient technology as part of planning applications.
<a href="#">Biodiversity Strategy to</a>	Provides targets to halt and reverse biodiversity loss:	By setting out policies for a green

<a href="#">2020 (2011)</a>	<ul style="list-style-type: none"> <li>• Full implementation of EU nature legislation</li> <li>• Greater use of green infrastructure</li> <li>• Ensuring sustainable use of fisheries</li> <li>• Tighter control of invasive species</li> </ul>	infrastructure network.
<a href="#">Energy Performance of Buildings Directive (2010)</a>	Requires all new buildings to be nearly zero energy by the end of 2020, and for new buildings and renovations to meet energy performance requirements in the interim.	By setting requirements for energy efficiency in new developments.
<a href="#">Industrial Emissions Directive (2010)</a>	Requires industrial emissions to be reduced on an installation-by-installation basis, taking an integrated approach that covers the environmental performance of the whole plant, but allowing for flexible means to reach targets.	By setting requirements for the use of low emission technology and minimum energy efficiency requirements in new industrial and employment locations.
<a href="#">Environmental Impact Assessment Directive (1985/2009)</a>	Requires “plans, programmes, and projects likely to have significant effects on the environment” to be subject to an environmental assessment before approval.	By defining which types of projects will likely require an EIA.
<a href="#">Birds Directive (2009)</a>	Establishes a network of Special Protection Areas (SPAs) to protect 194 threatened species and sub-species.	There are no SPAs in the borough, but the needs of birds can be considered when thinking about blue and green infrastructure networks.
<a href="#">Renewable Energy Directive (2009)</a>	Requires 20% of all EU energy, and 10% of transport fuel, to come from renewable sources by 2020. The UK’s energy target is 15%. Provides criteria for the production of sustainable biofuels.	By exploring the possibility of siting renewable energy installations in the borough, or using land for sustainable biofuel growth.
<a href="#">Air Quality Directive (2008)</a>	Provides upper limits for a very wide range of airborne pollutants, including: <ul style="list-style-type: none"> <li>• PM10 – 50ug/m3 daily average not to be exceeded more than 35 times a year, and an annual average upper limit of 40ug/m3</li> <li>• PM2.5 – annual average upper limit of 25ug/m3</li> <li>• NO2 – 200ug/m3 hourly average not to be</li> </ul>	By examining the level of air pollution throughout the borough, establishing action plans to clean up areas with high concentrations of pollutants, and requiring developments in such areas to not contribute to further pollution.

	<p>exceeded more than 18 times a year, and an annual average upper limit of 40ug/m<sup>3</sup></p> <ul style="list-style-type: none"> <li>• Ozone – 120ug/m<sup>3</sup> eight-hour average not to be exceeded more than 25 times a year, averaged over three years</li> <li>• SO<sub>2</sub> – 125ug/m<sup>3</sup> daily average not to be exceeded more than 3 times a year</li> </ul>	
<a href="#">Waste Framework Directive (2008)</a>	Sets out a waste hierarchy with prevention of waste at the top, followed by re-use, recycling, recovery, and then disposal. Also introduces the 'polluter pays' principle.	By examining ways to reduce waste and increase re-use and recycling in the borough. Additionally, by requiring developments that create more waste to pay for mitigation and clean-up.
<a href="#">Floods Directive (2007)</a>	Requires states to assess all water courses and coast lines for risk of flooding, to map the extent of humans and assets at risk from this flooding, and to take adequate measures to reduce the risk.	By examining the risks of flooding in the borough and applying the sequential test to direct development away from areas of risk.
<a href="#">EU Sustainable Development Strategy (2001/2006 – review 2009)</a>	Emphasises the 'three pillars' model of sustainable development consisting of environmental, social, and economic aspects, and sets out a series of principles to guide sustainable policy making, including: solidarity between and within generations; involvement of citizens, businesses, and social partners; an open and democratic society; policy coherence across a range of topics and scales; the precautionary principle; and the 'polluter pays' principle.	By considering the principles of sustainable policy making throughout, thoroughly examining the coherence of policy choices, and following robust consultation procedures to ensure all stakeholders are included.
<a href="#">Freedom of Access to Information Directive (2003)</a>	Implements the requirements of the Aarhus Convention (see 'International Level' above).	By consulting the public on the development of the DMP and making relevant evidence available to the public.
<a href="#">Environmental Noise Directive (2002)</a>	Aims to reduce exposure to environmental noise, and requires noise maps and noise management action plans for towns with more than 100,000 inhabitants and areas around major roads, railways, and airports.	By maintaining access to relevant noise maps, establishing action plans for areas with high noise pollution, and requiring developments in such areas to not contribute

		to further noise.
<a href="#">Strategic Environmental Assessment Directive (2001)</a>	Requires public plans and programmes to be subject to an environmental assessment before approval.	By submitting the DMP to a sustainability appraisal process.
<a href="#">Water Framework Directive (2000)</a>	Sets out criteria for assessing water quality based on biological quality, hydromorphological quality (the structure of the river banks or bed), physical-chemical quality (temperature, oxygen, nutrients, etc.), and levels of pollutants.	By assessing the quality of water in the borough, establishing action plans for water bodies of poor quality, and requiring developments in such areas to not contribute to further degradation of water quality.
<a href="#">European Landscape Convention (2000)</a>	Calls for a flexible approach to protecting, managing, and planning landscapes at all levels and of all kinds – from areas of recognised beauty to degraded landscapes.	By considering the impact of development on landscapes of all kinds, and thinking about how to minimise landscape impacts and maximise landscape benefits.
<a href="#">European Spatial Development Perspective (1999)</a>	Calls for spatial development to be integrated and strategic, for the creation of polycentric urban areas that are partnered with their rural hinterlands, for improvements to transport and communications infrastructure, and for good management of natural and cultural heritage to conserve regional identity.	By promoting the vitality of town and local centres to create a polycentric borough that is not overly dependent on individual streets or developments; and by creating a sustainable transport network that links the borough together effectively.
<a href="#">Habitats Directive (1992)</a>	Establishes a network of Special Areas of Conservation (SACs) to protect around 900 threatened species and sub-species.	By providing strong protection for the borough's only SAC, the Mole Gap to Reigate Escarpment, and considered habitats when thinking about blue and green infrastructure networks.
<a href="#">European Convention on the Protection of the Archaeological Heritage (1992)</a>	Calls for the integration of conservation practices into urban and regional planning, and for closer collaboration between archaeologists and developers to ensure the protection of heritage assets during development processes.	By providing strong protection to areas of archaeological importance and including conservation issues in the planning process.
<a href="#">European Convention on the Protection of Architectural Heritage</a>	Establishes the approach to conservation that must be taken throughout Europe to preserve areas of architectural importance.	By providing strong protection to areas and individual buildings of architectural importance.

<a href="#">(1985)</a>		
<b>National Level</b>		
<a href="#">Planning Policy for Traveller's Sites (2015)</a>	Sets out the basic requirements of policy regarding traveller's sites, requiring local authorities to identify a five year supply of sites to meet their needs.	By ensuring the requirements are met in the DMP.
<a href="#">Improving Air Quality in the UK (2015)</a>	Creates a policy of Targeted Clean Air Zones where older, more polluting vehicles will not be allowed to enter, and calls for stronger emissions standards on new vehicles.	The provisions of this programme do not directly apply to the borough, but the spirit can be followed by identifying areas of poor quality and identifying ways to improve them.
<a href="#">Heritage 2020: Strategic Priorities for England's Historic Environment (2015)</a>	Sets the priorities for heritage management until 2020, including identification and understanding, sustainable management, and public engagement.	By continuing to respect the historic environment of the borough in planning policies.
<a href="#">National Planning Policy for Waste (2014)</a>	Establishes an approach to sustainable waste management which takes into account other spatial planning issues, and encourages communities and businesses to take responsibility for their waste.	By following the idea of a waste hierarchy privileging reduction, re-use, and recycling, and encouraging new developments to minimise waste.
<a href="#">UK National Energy Efficiency Action Plan (2014)</a>	Implements the requirements of the EU Energy Efficiency Directive by encouraging businesses and the public sector to increase energy efficiency in buildings, and sets a UK target of 18% final energy consumption reduction by 2020.	By encouraging new developments to minimise energy use.
<a href="#">Government Forestry and Woodlands Policy Statement (2013)</a>	Creates a hierarchy for the strategic management of forestry resources – protecting, improving, and expanding them, in that order.	By developing policies to protect woodlands in the borough and incorporating them into a network of green infrastructure.
<a href="#">National Planning Policy Framework (2012) and Planning Practice Guidance</a>	Covering a huge range of topics, this document consolidates existing planning policy and guidance into a single document.	By ensuring that the DMP adheres to all relevant policies in the Framework.
<a href="#">Biodiversity 2020 (2011)</a>	Sets out the priorities of biodiversity policy to 2020, including an integrated approach to conservation; putting people at the heart of biodiversity policy;	By creating an accessible network of green infrastructure that reaches into urban areas, collecting more data on biodiversity issues in

	reducing environmental pressures; and improving knowledge of related issues, with the ultimate aim of halting biodiversity loss.	the borough, and working with surrounding boroughs on these issues.
<a href="#">UK Renewable Energy Roadmap (2011)</a>	Sets a target of 15% of the UK's energy coming from renewable sources by 2020, with particular focus on onshore and offshore wind, marine energy, biomass electricity and heat, ground and air source heat pumps, and 'renewable transport'.	By identifying if opportunities exist to increase the amount of renewable energy infrastructure in the borough.
<a href="#">Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)</a>	Places the majority of the focus for sustainable transport solutions on local areas, arguing that it is shorter trips within local areas that have the most potential to be achieved through walking and cycling.	By examining opportunities to create better pedestrian and cycling environments and to encourage public transport use for shorter journeys within the borough.
<a href="#">Laying the Foundations: A Housing Strategy for England (2011)</a>	Lays out a strategy of providing financial support to housing and infrastructure building, encouraging the growth of the private rented sector to provide more choice to tenants, and providing funding to reduce concentrations of empty homes.	By following government housing targets within the DMP, and examining ways to increase the size of the private rented sector.
<a href="#">The Natural Choice: Securing the Value of Nature (2011)</a>	Aims to 'mainstream' the value of nature by facilitating local action to prevent nature, creating a green economy, and strengthening connections between people and nature.	By creating a network of green infrastructure, protecting green spaces and woodlands, and encouraging the creation of additional such spaces alongside new developments.
<a href="#">Energy Act (2011)</a>	Sets out a range of measures designed to increase energy efficiency, energy security, and investment in low carbon energy supplies.	By encouraging new developments to minimise energy use.
<a href="#">National Policy Statements for Energy Infrastructure (2011)</a>	Determines what projects will be considered to be nationally significant infrastructure projects, and the principles by which various energy projects will be assessed for permission.	By following the principles contained in these policy statements for any large energy generating developments.
<a href="#">Equality Act (2010)</a>	Combines previous equality legislation into a single act, which sets out the protected characteristics and the different forms of discrimination against them which are not permitted.	By ensuring that all policies are non-discriminatory against any of the protected characteristics.

<a href="#">Flood and Water Management Act (2010)</a>	Gives local authorities responsibility for managing flood risk in their area.	By ensuring development is, where possible, directed away from areas of flood risk.
<a href="#">Air Quality Standards Regulations (2010)</a>	Determines how air quality should be monitored, what air quality plans should contain, and sets the maximum acceptable limits for a range of airborne pollutants. These are in line with the European air quality targets discussed above.	By continuing to measure air quality levels in the borough and creating air quality management plans where limits have been surpassed.
<a href="#">Conservation of Habitats and Species Regulations (2010)</a>	Consolidates previous legislation on the protection of habitats and endangered species, and requires planning authorities to review planning permissions that would impact conservation sites designated at the European level.	By ensuring that European level conservation sites are protected by planning decisions.
<a href="#">Defra's Climate Change Plan (2010)</a>	Describes a range of strategies for adapting to climate change, including managing flood risk, making the most of ecosystems services, increasing green infrastructure, and encouraging all government departments to adapt for climate change.	By embedding climate change awareness into all policies, directing development away from areas of flood risk, and creating a network of green infrastructure.
<a href="#">The Marmot Review: Fair Society, Healthy Lives (2010)</a>	Aims to combat health inequality through six key policy objectives: giving every child the best start in life; enabling all people to have control over their lives and maximise their capabilities; creating fair employment and good work for all; ensuring a healthy standard of living for all; creating healthy and sustainable communities and places; and strengthening the impact of ill-health prevention.	By considering the best way to design healthy and sustainable places, encouraging greater levels of physical activity for transport and recreation, and ensuring that policies take into account the need for high quality education and health infrastructure.
<a href="#">Climate Change Act (2008)</a>	Sets a target of an 80% reduction in greenhouse gases by 2050, based on 1990 levels.	By examining opportunities to increase sustainable transport use, and by setting energy efficiency requirements for new developments.
<a href="#">Future Water: The Government's Water Strategy for England</a>	Offers a vision of what the water sector should look like in 2030: includes clean and improved water bodies, excellent drinking water quality, managed flood risk,	By evaluating the current quality of water in the borough and identifying areas that require improvement.

<a href="#">(2008)</a>	lower greenhouse gas emissions, and “fair, affordable and cost-reflective charges”.	
<a href="#">The Air Quality Strategy (2007)</a>	Sets out a vision for further reducing air pollution, particularly from transportation and industrial sources; and implements European standards for upper limits of particular pollutants. For local authorities, the strategy emphasises the use of Air Quality Management Areas.	By continuing to monitor levels of air pollution in the borough, encouraging sustainable transport modes as much as possible, and considering ways to reduce pollution from industrial and other sources.
<a href="#">Natural Environment and Rural Communities Act (2006)</a>	As well as establishing a number of organisations with duties related to the environment, this act made various provisions related to the protection of birds, use of pesticides, protection of rights of way, and the duty to conserve biodiversity.	By ensuring the DMP does not contradict any of the provisions made within this act.
<a href="#">Securing the Future: Delivering UK Sustainable Development Strategy (2005)</a>	Sustainable development priorities are defined as sustainable consumption and production, climate change, natural resource protection, and sustainable communities. Five principles of sustainable development are also set out: environmental limits, a strong, healthy and just society, sustainable economy, good governance, and sound science.	By incorporating an understanding of environmental limits and the need for sustainability into all policies.
<a href="#">Countryside and Rights of Way Act (2000)</a>	Places a duty on local authorities to protect and enhance Sites of Special Scientific Interest, requires the production of management plans for Areas of Outstanding Natural Beauty, and encourages the creation of new public rights of way.	By considering the protection and management of SSSIs and the AONB in all policies, and encouraging new developments to provide public rights of way.
<a href="#">Planning (Listed Buildings and Conservation Areas) Act (1990)</a>	Provides the framework for the system of listed buildings and their treatment in the planning system, and for the designation of conservation areas.	By ensuring the DMP does not contradict any of the provisions made within this act.
<a href="#">Ancient Monuments and Archaeological Areas Act (1979)</a>	Defines the concepts of ancient monuments and archaeological areas, and provides for their protection.	By ensuring the DMP does not contradict any of the provisions made within this act.
<b>Regional/Sub-regional/County Level</b>		

<a href="#">Surrey Local Flood Risk Management Strategy (2017)</a>	Aims to mitigate the risks of flooding in Surrey through partnership working and increasing community resilience. Objective 6 relates to planning, and states that SCC will focus on their role as a statutory consultee on surface water drainage, advise local planning authorities on flood risk, utilise existing and new development to minimise flood risk, and educate planning officers and others on flood risk and drainage.	By ensuring that DMP policies on flooding are compatible with the strategy.
<a href="#">Surrey Transport Plan (2016)</a>	The four objectives of the plan are to create effective, reliable, safe, and sustainable transport in Surrey.	By examining opportunities to increase cycling, walking, and public transport use in the borough while maintaining high standards for rail use.
<a href="#">Surrey's Local Resilience Forum Strategic Climate Change Guidance (2016)</a>	Provides some advice on the risks of climate change in Surrey, and the mitigating actions that can be taken.	By considering climate change when developing all policies, and particularly by taking flood risk into account around new developments.
<a href="#">A Rural Statement for Surrey (2016)</a>	Provides short visions for a number of key themes related to rural issues, with the overall aim of 'rural proofing' policy to ensure it takes rural needs into account.	By considering the needs of rural areas and the development they require, particularly when thinking about green belt policies and urban extensions; and by considering ways of strengthening the links between rural and urban areas of the borough.
<a href="#">Surrey Landscape Character Assessment: Reigate and Banstead (2015)</a>	Describes the important characteristics of the landscape in the borough.	Through consideration of how development will impact the existing landscape characteristics.
<a href="#">Biodiversity and Planning in Surrey (2014)</a>	Outlines biodiversity features that should be protected and identifies their distribution within Surrey; also describes existing opportunities to deliver biodiversity enhancements.	By identifying biodiversity hotspots and deserts, and creating a network of green infrastructure and protecting existing green spaces and woodlands.
<a href="#">Rights of Way Improvement Plan for</a>	Identifies five main objectives for improving rights of way: improving access to services, facilities, and the	By protecting existing rights of way, ensuring new ones are created with new

<a href="#">Surrey (2014)</a>	wider countryside using rights of way; improving connectivity; improving quality; increasing recreational enjoyment; securing coordinated implementation.	developments, and exploring the possibilities for combining rights of way and green infrastructure.
<a href="#">Surrey Hills AONB Management Plan 2014-2019 (2014)</a>	Sets out how the AONB will be protected and managed while being used for farming, woodland, biodiversity, heritage, and recreation. Local authorities have a statutory duty to consider this plan for developments that will affect the AONB. New developments will need to avoid adverse impact on the character of the AONB.	By ensuring the DMP takes into account the special requirements of the AONB.
<a href="#">Coast 2 Capital LEP Strategic Economic Plan (2014)</a>	Aims to invest significant public and private sector funding to increase jobs in the region through investment in transport and job locations, increasing skills, providing digital infrastructure, and providing a suitable number of houses.	By ensuring the DMP provides suitable locations for jobs and housing.
<a href="#">Surrey's Joint Health and Wellbeing Strategy (2013)</a>	Sets out five broad priorities for health and wellbeing in the county: improving children's health and wellbeing; developing a preventative approach; promoting emotional wellbeing and mental health; improving older adults' health and wellbeing; and safeguarding the population.	By ensuring that the design of places and communities promotes wellbeing, both emotionally and physically.
<a href="#">Surrey Aggregates Recycling Joint Development Plan Document (2013)</a>	Safeguards particular areas of land for use in aggregates recycling or for related infrastructure.	
<a href="#">Gatwick Diamond Local Strategic Statement (2012)</a>	Provides a joint strategic direction and a framework for cooperation among the authorities in the Gatwick Diamond. Calls for a knowledge-based economy, towns with individual character, regeneration of areas that need it, sustainable transport systems, superfast broadband, an attractive rural environment, and overall sustainable development.	By consulting with surrounding boroughs on the proposals in the DMP, to ensure that they meet the overall strategic needs of the Gatwick Diamond area.
<a href="#">Surrey Minerals Plan</a>	Safeguards particular areas of land for use in minerals	By ensuring designations of land in the DMP

<a href="#">Core Strategy Development Plan Document (2011)</a>	extraction or for related infrastructure. Accompanied by <a href="#">Minerals Site Restoration SPD (2011)</a> , which sets out priority areas for restoration and guidelines for how to restore areas affected by mineral extraction.	do not conflict with the needs of this plan.
<a href="#">Surrey Climate Change Strategy (2009)</a>	Aims to reduce emissions by improving energy efficiency and minimising transport emissions, to adapt the built environment to the effects of climate change, and to raise awareness of climate change issues.	By ensuring new developments minimise energy usage, and exploring ways to increase cycling, walking, and public transport usage.
<a href="#">Surrey Woodland Study (2008)</a>	Aims to increase the use of and access to woodlands, protect ancient and heritage woodlands, increase biodiversity through wildlife management, encourage tourism, and develop appropriate planning policies to achieve these goals.	By ensuring that woodlands in the borough are adequately protected in planning policies.
<a href="#">Surrey Waste Plan (2008)</a>	Safeguards particular areas of land for use as waste facilities or related infrastructure, sets out a general policy of waste reduction, and describes how the green belt interacts with the need for waste facilities.	By ensuring designations of land in the DMP do not conflict with the needs of this plan.
<a href="#">Surrey Design (2002)</a>	Promotes high quality design on new developments in Surrey.	By ensuring design policies for new developments are consistent with the guidance in Surrey Design, where it is still applicable.
<b>Local Level</b>		
<a href="#">Reigate &amp; Banstead Five Year Plan (2015)</a>	Explains the priorities for Reigate and Banstead until 2020: supporting residents into employment; providing services to allow older people to remain independent; encouraging healthy lifestyles; improving safety through working with the police; encouraging existing businesses and attracting new ones; ensuring public spaces are clean and attractive; delivering housing, employment space, and infrastructure while protecting the existing environment; being financially self-sufficient; communicating and engaging with residents	By developing policies to deliver affordable and other types of housing, employment spaces, and the necessary infrastructure, while maintaining green and open spaces and the historic character of towns and villages within the borough.

	and businesses; increasing the value of the council's property and assets; and maximising the value of the council's staff.	
<a href="#">Reigate &amp; Banstead Economic Development Framework Report (2015)</a>	Sets out an action plan for economic development in the borough, with priorities including: supporting Gatwick airport; developing existing employment areas; promoting new strategic employment areas; supporting both businesses and those looking for work; maintaining the distinctive character of the borough's towns; and providing business-critical infrastructure.	By ensuring the DMP supports the economic priorities of the borough while considering and protecting the social and environmental aspects of sustainability as well.
<a href="#">Reigate &amp; Banstead Core Strategy (2014)</a>	Lays out the overall spatial vision for the borough, along with a number of objectives and policies to achieve this vision. Covers a very wide range of areas, and is the broad vision document that the Development Management Plan aims to flesh out.	By ensuring the DMP is consistent with the principles of the Core Strategy.
<a href="#">Reigate &amp; Banstead Strategic Flood Risk Assessment (2012)</a>	Identifies areas of flood risk in the borough, describes the policy approach taken towards them, and provides advice for developers.	By noting the locations of flood risk and using this information to inform site allocations in the DMP.
<a href="#">Reigate &amp; Banstead Sustainable Energy Strategy (2009)</a>	Aims to empower communities to achieve 80% emission reductions by 2050 through designating 'green action zones' and encouraging action across five themes: community leadership; improved energy efficiency in the council buildings, fleets, and services; sustainable energy in homes, business and the social sector; sustainable energy in new developments; and a fund for local energy projects.	By considering the most effective ways to increase the share of sustainable energy in both new and existing developments in the borough.
<a href="#">Reigate &amp; Banstead Draft Conservation Area Character Appraisals (Various Dates)</a>	Provide details of the important characteristics of various conservation areas around the borough.	By taking into account these characteristics when allocating sites, and in policies relating to heritage and conservation.

## Appendix C – Key Baseline Statistics

Social Sustainability				
Indicator	Statistic	Comparators	Trend	Issues
Population	144,100 (2015)	-	+2.1% from 2013, +4.1% from 2011, +6.8% from 2009 – upward trend	Growing population
Proportion of over 60s	22.6% (2011)	23.3% in SE England	+1.7% from 2001 – suggestion of upward trend	Ageing population, albeit younger than the SE England average
Number of dwellings	58,830 (2015)	-	+1.5% from 2013, +2.9% from 2011, +4.4% from 2009 – upward trend	Increase in dwellings slower than population increase
Proportion of homeowners	73.1% (2011)	67.6% in SE England	-5.7% from 2001 – downward trend	Lower than average proportion of renters
Average house price	£458,259 (2016)	£348,999 in SE England	+10.6% from 2015, +15.4% from 2014, +25.5% from 2013 – strong upward trend	High house prices, rapidly increasing
Average monthly rent	£1,137 (2015-16)	£1,347 in Surrey; £959 in SE England	+12.2% from 2013, +23.6% from 2011 – fast upward trend	High rents, rapidly increasing
Proportion of underoccupied houses	76.7% (2011)	74.8% in SE England	-3% from 2001 – downward trend	High proportion of underused rooms
Proportion of overcrowded houses	6.6% (2011)	7.5% in SE England	+1.1% from 2001 – upward trend	Low amount of overcrowding
Number of people accepted as homeless	104 (2016)	-	-25% from 2015, +0% from 2014, +52.9% from 2013 – fluctuating trend	Reasonably high levels of homelessness
Life expectancy at	81.2 years men,	80.5 years men, 84	+1.3 years men, +1 year women	Population living

birth	84.4 years women (2014)	years women in SE England	from 2009; +3.3 years men, +3 years women from 2004 – upward trend	longer
Healthy life expectancy	68.3 years men, 69.7 years women (2013)	64.2 years men, 66.1 years women in UK (2011)	-	Large gap between life expectancy and healthy life; but population have longer healthy lives than the country as a whole
Adults with excess weight	63.8% (2015)	63.3% in SE England	+0.5% from 2014 – slight upward trend	Well over half of adult population is overweight
Proportion of physically active adults	55.7% (2015)	60.2% in SE England	-7.6% from 2014, -10.2% from 2013, -2.2% from 2012 – no clear trend	Low proportion of active adults, with a sharp reduction in previous two years
Obese children at age 11	13.8% (2015)	16.4% in SE England	-0.7% from 2013, -1.7% from 2011, -1.5% from 2009 – general downward trend	Low level of obese children, with gradual reduction
Disability Living Allowance claimants	3,890 (2016)	-	-8.4% from 2015, -10.4% from 2014 – downward trend	Around 2.5% of the population is affected by disability
Proportion of people commuting via car	62.2% (2011)	65.5% in SE England	-2.1% from 2001 – downward trend	Slightly lower than average car use
Households with no vehicle	13.8% (2011)	18.6% in SE England	-1.1% from 2001 – suggestion of slow downward trend	Higher than average car ownership suggests high level of car dependency
Crime rate	13.98 per 1,000 people per quarter (2016)	12.94 per 1,000 people per quarter in Surrey	+0.77 from 2015, +3.06 from 2014, +2.27 from 2013 – general upward trend	High levels of crime for the region, and rising

Proportion of children living in poverty	9.26% (15.15% adjusted for housing costs) (2016)	10% after housing costs in Wokingham (lowest); 49% after housing costs in Tower Hamlets (highest)	-0.28% unadjusted, -0.26% adjusted from 2014 – suggestion of slight downward trend	Relatively low levels of child poverty
Proportion of households in fuel poverty	7.2% (2014)	7.3% in Surrey, 8.3% in SE England	+0.2% from 2013, +0.3% from 2012, -0.6% from 2011 – trend unclear	Relatively low level of fuel poverty
Overall IMD rank	290 (2015)	Waverley, 323 (highest ranking in Surrey), Spelthorne, 236 (lowest ranking in Surrey)	-6 places from 2010 – slight downward trend, but figures are not easily comparable	Relatively not deprived, but one of the more deprived areas in Surrey
Ranking for individual IMD indicators	-Income: 282 -Employment: 288 -Education: 269 -Health: 290 -Crime: 177 -Barriers to Housing and Services: 145 -Living Environment: 274 -Income, children: 262 -Income, older people: 301 (2015)	<b>-Income:</b> Mole Valley, 321; Spelthorne, 239 <b>-Employment:</b> Elmbridge, 320; Spelthorne, 261 <b>-Education:</b> Elmbridge, 314; Spelthorne, 142 <b>-Health:</b> Elmbridge, 317; Spelthorne, 246 <b>-Crime:</b> Waverley, 301; Tandridge, 114 <b>-Barriers to Housing and Services:</b> Elmbridge, 280; Runnymede, 66 <b>-Living Environment:</b> Surrey Heath, 319; Spelthorne, 164 <b>-Income, children:</b> Waverley, 321;	Income +52 from 2010; Employment +61 from 2010 – suggests upward trend, but figures are not easily comparable	Problems with deprivation in domains of crime and barriers to housing and services; relatively deprived compared to some areas of Surrey

		Spelthorne, 189 <b>-Income, older people:</b> Surrey Heath, 322; Runnymede, 266		
IMD ranks in Surrey by ward	-Nork 178 -Tadworth and Walton 173 -Reigate Hill 154 -Meadvale and St Johns 129 -Kingswood with Burgh Heath 126 -Reigate Central 111 -Banstead Village 101 -Horley East 95 -Tattenhams 84 -Chipstead, Hooley and Woodmansterne 82 -Redhill East 78 -Salfords and Sidlow 67 -Earlswood and Whitebushes 59 -Horley West 37 -Redhill West 36	-	-	Clustering of deprivation in particular wards with lower scores

	-South Park and Woodhatch 33 -Horley Central 19 -Merstham 10 -Preston 6			
<b>Economic Sustainability</b>				
<b>Indicator</b>	<b>Statistic</b>	<b>Comparator</b>	<b>Trend</b>	<b>Issues</b>
Proportion of unemployed people	3% (2016)	3% in Surrey, 4.2% in SE England	-1% from 2014, -1.7% from 2012, -2.6% from 2010 – downward trend	Low levels of unemployment, and decreasing
Average weekly wage	£629.50 (2016)	£653.90 in Surrey (2015), £582 in SE England	-5.9% from 2014, -8.8% from 2012, -3.2% from 2010 – general downward trend	Relatively high wages, but decreasing
Average weekly wage by gender	£678 men, £588.30 women	£634 men, £512.30 women in SE England	Men: -8% from 2014, -5.6% from 2012, +1% from 2010 Women: +15.4% from 2014, +8.3% from 2012, -0.3% from 2010 – no clear trends	Large gender gap in wages, similar to 2010 figures despite quite large fluctuations
Number of enterprises	6,855 (2016)	-	+12.6% from 2014, +17.1% from 2012, +22.3% from 2010 – strong upward trend	Growing economy
Business survival rate after 5 years	44.1% (2014)	45.4% in Surrey, 43.8% in SE England	+1.1% from 2013, -6.9% from 2012 – no clear trend	Business survival is around average, but could be improved relative to the rest of Surrey
Proportion of knowledge-based businesses	29.3% (2008)	35.9% in Elmbridge (highest in Surrey), 24.9% in Spelthorne (lowest in Surrey)	No previous data available	Support required for knowledge economy to expand
Proportion of residents with two A-	68% (2016)	66.1% in Surrey, 60.3% in SE England	+11.5% from 2014, +11.1% from 2012, +9.9 from 20010 – strong	Relatively high levels of educational

levels or equivalent			upward trend	achievement, trend suggests influx of well-educated people in recent years
Number of NEETs	141 (2013)	132 in Spelthorne (next highest in Surrey), 57 in Mole Valley (lowest in Surrey)	Figures fluctuate too widely to identify trend	High number of NEETs compared to other Surrey boroughs
<b>Environmental Sustainability</b>				
<b>Indicator</b>	<b>Statistic</b>	<b>Comparator</b>	<b>Trend</b>	<b>Issues</b>
Electricity consumption per person per year	4,472 kWh (2015)	3,914 kWh in the UK	-2% from 2013, -4.5% from 2011, -5% from 2009 – steady downward trend	Electricity use reducing, but still significantly higher than average
Gas consumption per person per year	16,519 kWh (2015)	13,210 kWh in the UK	-2% from 2013, -3.8% from 2011, -10.2% from 2008 – strong downward trend	Gas use reducing, but still significantly higher than average
CO2 emissions per person per year	5.8 tonnes (2014)	6 tonnes in Surrey, 6.3 tonnes in the UK	-13% from 2012, -20.5% from 2010, -25% from 2008 – strong downward trend	CO2 emissions low and decreasing at a faster rate than energy use
Domestic solar installations	1,371 (2015)	-	+44.5% from 2014 – suggests strong upward trend	Domestic solar becoming more accepted as an energy source
Waste recycled, re-used, or composted	48.8% (2016)	65.2% in Rochford (best local authority in SE England), 24.6% in Lewes (worst local authority in SE England)	-3.8% from 2015, -3.2% from 2014 – downward trend	Levels of recycling relatively high, although increasing slowly
Proportion of SSSI	52.8% (2015)	37.5% in England	-	SSSIs in the borough

land rated 'favourable'				are in relatively good condition
Proportion of land covered by SAC, SSSI, or LNR designations	18.2% (2015)	19.4% in England (including Ramsar sites and national parks)	-	Amount of the borough protected for biodiversity is about average
Proportion of land covered by ancient woodland	3.9% (2016)	2.3% in UK	-	Higher than average amount of ancient woodland
Number of flood warnings issues by the Environment Agency	24 (2016)	-	+19 from 2015, -4 from 2014, +4 from 2013 – no clear trend	Potentially high risk of flooding in parts of the borough
Number of monitoring stations exceeding EU limits for average NO2 emissions	2 of 8 (2015)	-	-4 from 2006 (6 of 8 exceeded limit) – downward trend	Nitrogen dioxide levels improving
Average NO2 levels across all 8 monitoring stations	35.5 micrograms per m3 (2015)	40 micrograms per m3 is EU limit	-10.38 micrograms from 2006 – downward trend	Nitrogen dioxide levels improving, and achieving targets
Number of days where average ozone levels exceed 100 micrograms per m3	13 (2015)	10 days is the UK standard	+3 from 2014, -17 from 2013, -8 from 2012 – suggests general downward trend	Number of high ozone days improving, but still exceeding targets
Average PM10 concentrations (Volatile Correction Methodology)	19.2 micrograms per m3 (2015)	WHO guideline is 20 micrograms per m3	+0.5 from 2014, -0.9 from 2013, -0.2 from 2012 – levels remaining generally steady	PM10 levels are steady, and around the WHO guideline limit

## Appendix D – Framework Objectives and Guiding Questions

Number	Objective	Guiding Questions – Will The Option:
1	To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	<ul style="list-style-type: none"> <li>• Boost the supply of housing?</li> <li>• Promote improvements in the availability and quality of the housing stock?</li> <li>• Help provide a supply of affordable homes to meet identified needs?</li> <li>• Help to reduce the number of homeless people in the borough?</li> <li>• Increase the amount of extra-care or enhanced sheltered accommodation?</li> <li>• Provide for the needs of gypsies, travellers, and travelling showpeople?</li> <li>• Provide options for self-build provision in the borough?</li> <li>• Have a significant detrimental effect on the financial viability of delivering future housing?</li> </ul>
2	To facilitate the improved health and wellbeing of the whole population	<ul style="list-style-type: none"> <li>• Help to improve the health of the community?</li> <li>• Improve access to health provision?</li> <li>• Encourage healthy lifestyles?</li> <li>• Enhance access to greenspace?</li> <li>• Help people to remain independent and provide assistance to single parents, the elderly, those with ill health or disability?</li> <li>• Reduce crime and fear of crime?</li> <li>• Help overcome social exclusion?</li> <li>• Help address the issues of deprivation and poverty?</li> </ul>
3	To conserve and enhance archaeological, historic, and cultural assets and their setting	<ul style="list-style-type: none"> <li>• Protect and/or enhance the historic and cultural assets of the borough?</li> <li>• Protect registered parks and gardens?</li> </ul>

		<ul style="list-style-type: none"> <li>• Preserve or enhance the character or appearance of conservation areas and their settings?</li> <li>• Improve access to the authority's cultural assets?</li> <li>• Promote sensitive re-use of important buildings where appropriate?</li> </ul>
4	To reduce the need to travel, encourage sustainable transport options and improve accessibility to all services and facilities	<ul style="list-style-type: none"> <li>• Reduce the need to travel, especially by private motorised vehicles?</li> <li>• Provide charging infrastructure for electric vehicles?</li> <li>• Reduce congestion or minimise unavoidable increases in congestion?</li> <li>• Reduce the need for car ownership?</li> <li>• Help provide safe walking/cycling/public transport infrastructure, including choice and interchange?</li> <li>• Be accommodated within the existing public transport constraints?</li> <li>• Reduce the need for road freight?</li> <li>• Improve access to the countryside, natural urban greenspace, and historic environments?</li> <li>• Improve access to key services (education, employment, recreation, health, community services, and cultural assets)?</li> </ul>
5	To make the best use of previously developed land and existing buildings	<ul style="list-style-type: none"> <li>• Encourage reusing previously developed land provided it is not of high environmental value?</li> <li>• Encourage the re-use of existing buildings?</li> <li>• Ensure that development is making the best use of land?</li> </ul>
6	To support economic growth which is inclusive, innovative, and sustainable	<ul style="list-style-type: none"> <li>• Support sustainable growth and encourage the provision of a range of jobs that are accessible to residents?</li> <li>• Provide for, and support, the needs of businesses, including new or emerging sectors?</li> <li>• Facilitate flexible working practices?</li> <li>• Promote the viability, vitality, and competitiveness of town centres and encourage their commercial renewal?</li> </ul>

		<ul style="list-style-type: none"> <li>• Facilitate and encourage the building of a skilled local workforce?</li> <li>• Encourage mixed-use development?</li> </ul>
7	To provide for employment opportunities to meet the needs of the local economy	<ul style="list-style-type: none"> <li>• Provide for the needs of the economy, especially local businesses in both urban and rural areas?</li> <li>• Encourage diversity and quality of employment options?</li> <li>• Encourage rural diversification?</li> <li>• Have a significant detrimental effect on the financial viability of delivery of future employment development?</li> </ul>
8	To reduce greenhouse gas emissions and move to a low carbon economy	<ul style="list-style-type: none"> <li>• Reduce emissions?</li> <li>• Reduce the need for energy use?</li> <li>• Support decentralised energy generation?</li> <li>• Facilitate the generation/use of renewable energy?</li> </ul>
9	To use natural resources prudently	<ul style="list-style-type: none"> <li>• Encourage the use and supply of sustainable local products or services?</li> <li>• Help reduce the environmental impact of products and services?</li> <li>• Reduce the use of primary resources, or create markets for recycled materials?</li> <li>• Encourage the efficient use of mineral resources?</li> <li>• Positively impact on residents' lifestyle choices to encourage their prudent use of natural resources?</li> <li>• Promote re-use and recycling of materials?</li> <li>• Promote the efficient storage and collection of waste, and allow for waste to be managed close to where it arises?</li> <li>• Minimise the production of waste?</li> </ul>
10	To adapt to the changing climate	<ul style="list-style-type: none"> <li>• Help in protecting the community from the increased extremes of weather which are predicted to occur more often with climate change (heatwaves, drought, and flooding)?</li> <li>• Reduce the opportunities to adapt in the future?</li> </ul>
11	To reduce flood risk	<ul style="list-style-type: none"> <li>• Reduce the risk of fluvial, surface water, groundwater, and sewer flooding to existing and future development?</li> </ul>

		<ul style="list-style-type: none"> <li>• Steer development away from areas at risk of flooding?</li> <li>• Help to reduce the rate of run-off and encourage sustainable urban drainage systems?</li> <li>• Ensure that increased flooding extremes are understood and reduced as far as possible?</li> </ul>
12	To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	<ul style="list-style-type: none"> <li>• Improve quality and maintain an adequate supply of water?</li> <li>• Reduce pollution of groundwater, watercourses, and rivers from run-off/point-sources?</li> <li>• Reduce the amount of nitrates/phosphates entering the water environment?</li> <li>• Reduce the demand for water?</li> <li>• Encourage water to be stored for re-use?</li> </ul>
13	To reduce land contamination and safeguard soil quality and quantity	<ul style="list-style-type: none"> <li>• Reduce the risk of land contamination and protect good quality soil?</li> <li>• Reduce the risk of creating further contamination?</li> <li>• Help to remediate contaminated sites and where possible carry this out on-site?</li> <li>• Prevent soil erosion?</li> <li>• Minimise the loss of best and most versatile agricultural land (grades 1-3a)?</li> </ul>
14	To ensure air quality continues to improve and noise and light pollution are reduced	<ul style="list-style-type: none"> <li>• Help improve air quality?</li> <li>• Support specific actions in designated AQMAs?</li> <li>• Reduce pollution from traffic?</li> <li>• Encourage the creation of tranquil areas?</li> <li>• Ensure that people are not exposed to greater levels of noise?</li> <li>• Help reduce light pollution?</li> </ul>
15	To protect and enhance landscape character	<ul style="list-style-type: none"> <li>• Protect and enhance the landscape character areas within the borough, including the AONB and AGLV?</li> <li>• Protect and enhance the borough's natural urban greenspace?</li> <li>• Protect significant views?</li> <li>• Protect the urban fringe?</li> </ul>

		<ul style="list-style-type: none"> <li>• Protect the open countryside?</li> </ul>
16	To conserve and enhance biodiversity	<ul style="list-style-type: none"> <li>• Prevent fragmentation, increase connectivity and create more habitats?</li> <li>• Secure enhancement in biodiversity in all new development?</li> <li>• Continue to protect formally designated areas of nature conservation, including the SAC?</li> <li>• Take account of the effects of climate change on biodiversity and increase ecosystem resilience where possible?</li> <li>• Adequately defend and enhance protected species?</li> <li>• Protect SSSIs?</li> </ul>

## Appendix E – Summary of Responses to Scoping Report Consultation

Organisation	Comment	Changes to Scoping Report
Environment Agency	There have been recent updates to climate change allowances, which may affect flood risk calculations. This guidance shows anticipated changes in peak river flow, peak rainfall intensity, sea level rise, and offshore wind speed and extreme wave height, and can be found at <a href="https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances">https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</a> .	This information has been added.
	Guidance has been published setting out when Natural England and the Environment Agency need to be consulted. There is advice for local planning authorities at <a href="https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice">https://www.gov.uk/guidance/local-planning-authorities-get-environmental-advice</a> ; for developers at <a href="https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals">https://www.gov.uk/guidance/developers-get-environmental-advice-on-your-planning-proposals</a> ; and for neighbourhood planning groups at <a href="https://www.gov.uk/guidance/consulting-on-neighbourhood-plans-and-development-orders">https://www.gov.uk/guidance/consulting-on-neighbourhood-plans-and-development-orders</a> .	Noted, but no change to the Scoping Report necessary.
	Important to be sure you are using the latest Environment Agency data as part of the evidence base: <a href="http://environment.data.gov.uk/ds/partners/index.jsp#/partners/login">http://environment.data.gov.uk/ds/partners/index.jsp#/partners/login</a>	This site has been used as the basis for environmental statistics where relevant.
	A new Flood Risk Assessment template is available at <a href="https://www.gov.uk/guidance/flood-risk-and-coastal-change#Site-Specific-Flood-Risk-Assessment-checklist-section">https://www.gov.uk/guidance/flood-risk-and-coastal-change#Site-Specific-Flood-Risk-Assessment-checklist-section</a> . Please help communicate this to your team, customers, and developers, and add a link to it on your planning website.	Noted, but no change to the Scoping Report necessary.
	Please continue to encourage developers to apply to the Environment Agency for early pre-application advice. We recommend adding a link to <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/297018/LIT_9015_c2822b.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/297018/LIT_9015_c2822b.pdf</a> to your website.	Noted, but no change to the Scoping Report necessary.

	In the Mole Valley catchment there are five measures to prevent risk (based around working with local planning authorities to influence spatial planning and supporting them in making updates to Strategic Flood Risk Assessments and local development plans); four measures to prepare for flood risk (based around emergency planning, community flood plans, and refining flood warning services); and nine measures to protect from flood risk (based around managing and maintaining flood defence schemes).	This information has been added.
	The Upper Mole Flood Alleviation Scheme is an ongoing project in the Crawley area to provide flood storage areas to protect local communities.	This information has been added.
	The Redhill Flood Alleviation Scheme will formalise storage already provided by wetlands through working with landowners, and will reduce the risk of flooding to communities in Redhill and Earlswood along the Redhill Brook.	This information has been added.
	The River Mole partnership has identified the following priority issues: man-made modifications to the river; pollution from waste water; and diffuse pollution from farmland. In response to this, it aims to remove barriers that are impeding fish passage and thus contribute to the recovery of populations of brown trout, Atlantic salmon, and European eel; install fish bypasses on the five weirs of the Lower Mole Flood Alleviation Scheme; and restore natural morphology to man-modified parts of the river through channel habitat creation, gravel reintroduction, tree works, and back waters.	This information has been added.
<b>Historic England</b>	Provided a generic guidance document, and said that they have no specific suggestions for the policies, plans, and programmes or baseline data sections, but that we should consult the generic guidance. They have no further comments on the sustainability issues section; they support the use of the East Surrey Sustainability Objectives; and they agree that the appropriate issues are reflected in the scoping report.	Noted, but no change to the Scoping Report necessary.

	<p>Potential Plans, Policies, and Programmes to include:</p> <ul style="list-style-type: none"> <li>UNESCO World Heritage Convention</li> <li>European Landscape Convention</li> <li>Convention for the Protection of the Architectural Heritage of Europe</li> <li>European Convention on the Protection of Archaeological Heritage</li> <li>Planning (Listed Buildings and Conservation Areas) Act 1990</li> <li>Ancient Monuments and Archaeological Areas Act 1979</li> <li>Marine and Coastal Access Act 2009</li> <li>National Planning Policy Framework</li> <li>National Policy Statements</li> <li>Local Plans</li> <li>Marine Plans</li> <li>National Park/AONB Management Plans</li> <li>Heritage/Conservation Strategies</li> <li>Other Strategies (i.e. Cultural or Tourism)</li> <li>Conservation Character Appraisals and Management Plans</li> <li>World Heritage Site Management Plans</li> </ul>	<p>Most of these were already included, and others were considered not relevant enough for inclusion. However, the Planning (Listed Buildings and Conservation Areas) Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979 have been added to Appendix A, as have the various Conservation Area Character Appraisals developed by the planning team.</p>
	<p>Baseline Data: Good Practice Advice Note 1 (<a href="https://content.historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/gpa1.pdf/">https://content.historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/gpa1.pdf/</a>) contains advice on relevant sources of evidence.</p>	<p>Sourcing improved in the updated Scoping Report</p>
<b>Natural England</b>	<p>The baseline data should also consider the presence of protected or priority species, including Annex I and regularly occurring migratory birds.</p>	<p>Discussion of other Natura 2000 sites and the presence of protected species within them has been added.</p>
	<p>The baseline data should take into consideration the Surrey Hills AONB and reference the most up-to-date AONB Management Plan.</p>	<p>It is unclear where this would be mentioned in the baseline, considering it is already referred to in the previous section of the report.</p>
	<p>An evidence base of maps, inventories and government policies would be useful in assessing the potential impact of the plan on UK Biodiversity Action Plan priority habitats and local sites.</p>	<p>Information of this kind has already been included in the plan, and it is unclear what additional information this comment requests.</p>

	A measure of biodiversity net gain or loss should be included - the Defra biodiversity offsetting metric or the environment bank biodiversity impact calculator could help.	Assuming this refers to calculating biodiversity net loss or gain over the past year (or a longer period), it is considered that the amount of work that would be needed to determine this would not be proportionate to the requirements of a Sustainability Appraisal Scoping Report.
	Natural England would like to highlight that green space, wild green space, and green infrastructure can all be used to create connected green space suitable for species adaptation to climate change.	Noted, and a forthcoming Green Infrastructure Strategy aims to address this topic in more detail.
	Protected and priority species, and priority habitats and local sites, could be addressed in the issues section.	A paragraph about pressures on local sites, including the SAC and SSSIs is already included.
	Objective 13: 'good quality soil' should be changed to 'best and most versatile (BMV) agricultural land (grades 1-3a)'.	This change has been implemented.
	The plan should not only take account of the effect of climate change on biodiversity, but should also try to increase the resilience of these ecosystems.	A reference to ecosystem resilience has been added to the relevant guiding question under objective 16.
	Objective 16: the SAC should be mentioned in the guiding questions here, not under objective 15.	This change has been implemented.

<b>Surrey County Council</b>	PPPs should include Surrey Local Flood Risk Management Strategy ( <a href="https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/surrey-local-flood-risk-management-strategy">https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/surrey-local-flood-risk-management-strategy</a> ), although a new one is due in 2017.	Added to Appendix A
	PPPs should include Reigate and Banstead Strategic Flood Risk Assessment 2012 ( <a href="http://www.reigate-banstead.gov.uk/downloads/file/200/reigate_and_banstead_strategic_flood_risk_assessment_2012">http://www.reigate-banstead.gov.uk/downloads/file/200/reigate_and_banstead_strategic_flood_risk_assessment_2012</a> ).	Added to Appendix A

Objective 11 - there is a cost implication of protecting against identified flood risk. Can the fourth guiding question be reworded to: 'Ensure that increased flooding extreme risks are understood and to reduce where possible?'	This change has been implemented.
Para 3.50 - change the school place numbers to 1765 (reception) and 1323 (secondary).	This change has been implemented.
School place demand figures do not tally with SCC's - they are in the same ball park, however, and there are different ways to interpret demand so they are not necessarily wrong - however, they would like to understand where we got them from.	After explaining the source to SCC, no further response was received. Consequently, these numbers have been retained in the updated report.
PPPs could include 1857 Burial Act.	It was felt that researching and including legislation from over 150 years ago would not be proportionate.
Heritage assets discussion is based on the 1993 SPD which is now very out of date - should use the County Historic Environment Record as a source instead.	These figures have been updated in consultation with the conservation officer.
Objective 3 - there is a problem with the lack of museum and archaeological archive facilities for the area, which makes it difficult to fulfil the objective of 'improving access to the authority's cultural assets' unless a suitable public repository for planning-generated archaeological material is identified.	This information has been added.

## Appendix F – DMP Objectives Assessment

<b>PE1 - Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Providing access to employment can address issues of poverty, deprivation, and social exclusion	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Encouraging businesses to locate in the borough may reduce the need for residents to commute, or allow them to commute shorter distances within the borough. This may also increase residents' access to services and facilities	N/A
5 - To make the best use of previously developed land and existing buildings	+	This objective helps to ensure currently existing employment land will continue to be used for that purpose where suitable	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	This objective will help to support the borough's economic growth by encouraging businesses to locate within the	N/A

		borough. This will also make employment more accessible to residents of the borough	
7 - To provide for employment opportunities to meet the needs of the local economy	++	This objective aims to ensure that local residents have access to the employment opportunities they need by encouraging businesses to locate in the borough	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	?	This would depend upon the kinds of businesses that locate in the borough. The objective does not inherently encourage a low carbon economy, but neither does it discourage it.	New developments for employment uses could be encouraged to incorporate renewable energy measures to reduce greenhouse gas emissions.
9 - To use natural resources prudently	?	This would depend upon the kinds of businesses that locate in the borough.	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	By encouraging the use of existing employment land, this objective encourages potential contamination caused by employment uses to be maintained within existing areas rather than spreading to new sites.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	?	This would depend upon the kinds of businesses that locate in the borough. Employment sites are likely to be safeguarded away from residential areas, reducing the impact of noise and light pollution. However, impacts on air quality are less confined to the direct area around the employment site, and may affect other areas of the borough.	Policies could encourage new developments for employment to demonstrate measures taken to avoid worsening air, noise, or light pollution - particularly if located in areas sensitive to these kinds of pollution, such as AQMAs, or the Gatwick Airport 57 decibel noise contour.
15 - To protect and enhance landscape character	+	By maintaining employment areas in their current locations, this objective protects landscape character in other areas.	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>PE2 - Provide flexibility for local businesses to start up, grow, diversify, and prosper</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Providing additional access to employment can address issues of poverty, deprivation, and social exclusion	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their	0	This objective is unlikely to have a negative or positive impact	N/A

settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Encouraging businesses to locate in the borough may reduce the need for residents to commute, or allow them to commute shorter distances within the borough. This may also increase residents' access to services and facilities	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	This objective encourages an increase in the number and diversity of local businesses, and aims to help local businesses to grow further, all benefitting the economy of the borough	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	This objective encourages an increase in the number and diversity of local businesses, and aims to help local businesses to grow further, providing further employment opportunities for residents of the borough	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	?	This will depend upon the kind of businesses that emerge in the borough	New developments for employment uses could be encouraged to incorporate renewable energy measures to reduce greenhouse gas emissions.

9 - To use natural resources prudently	?	This will depend upon the kind of businesses that emerge in the borough	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	?	This may depend on the number, size, and location of businesses encouraged to start or grow under this policy	Policies could encourage new developments for employment to demonstrate measures taken to avoid worsening air, noise, or light pollution - particularly if located in areas sensitive to these kinds of pollution, such as AQMAs, or the Gatwick Airport 57 decibel noise contour.
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>PE3 - Help new development to deliver jobs and skills benefits for local people</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Providing access to employment and skills can address issues of poverty, deprivation, and social exclusion	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Encouraging businesses to create jobs in the borough may reduce the need for residents to commute, or allow them to commute shorter distances within the borough. This may also increase residents' access to services and facilities	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	This objective will encourage the benefits of economic growth to be shared with all residents, including those who are unskilled or otherwise disadvantaged	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	This objective will provide jobs for local residents and encourage training and skills development that will meet the needs of the local economy.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>PE4 - Protect the vitality and viability of our town centre shopping areas</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Vital, viable town centres with a range of services, shops, and other facilities available can encourage walking and social interaction, contributing to health outcomes	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	Viable town centres with a range of facilities, services, and shops reduce the need to travel to more distant centres and improve accessibility for local residents	N/A
5 - To make the best use of previously developed land and existing buildings	+	This objective ensures that existing buildings in town centres can be prioritised for redevelopment as town centre	N/A

		uses	
6 - To support economic growth which is inclusive, innovative, and sustainable	++	This objective will encourage the vitality, viability, and competitiveness of town centres in the borough	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Competitive, viable town centres will provide employment opportunities for local residents	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	This objective can have some impact on greenhouse gas emissions by discouraging the need to travel to more distant town centres	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>PE5 - Protect the viability of smaller scale but vital local shopping areas</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Viable local centres with a range of services, shops, and other facilities available can encourage walking and social interaction, contributing to health outcomes	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Viable local centres with a range of facilities, services, and shops are likely to somewhat reduce the need to travel to town centres or more distant centres	N/A
5 - To make the best use of previously developed land and existing buildings	+	This objective ensures that existing buildings in town centres can be prioritised for redevelopment as town centre uses	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This objective will encourage the viability of local centres, encouraging some economic activity in these areas	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Viable local centres will provide some limited employment opportunities for local residents	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	This objective can have some impact on greenhouse gas emissions by discouraging the need to travel to more distant town centres	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>PE6 - Ensure that both town and local centres are resilient and able to respond to future changes</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This objective is unlikely to have a negative or positive impact	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By ensuring that town and local centres continue to remain viable over the longer term, this objective encourages local residents to use centres in the borough rather than driving to more distance town centres	N/A
5 - To make the best use of previously developed land and existing buildings	+	This objective encourages previously developed land and buildings in town centres to be reused where appropriate in response to change	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	++	By ensuring that town and local centres continue to remain viable over the longer term, this objective encourages continued economic growth within these centres	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This objective aims to ensure that employment opportunities in town and local centres continue to be available in the longer term	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>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</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This objective will help the borough to deliver the necessary housing over the plan period	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Well-designed housing projects can have positive impacts on health compared to poorly designed ones, and encourage social interaction	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	++	This objective aims to protect local character and distinctiveness, providing an appropriate setting to historic and cultural assets and landscapes	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	++	This objective aims to make use of previously developed land where possible for new housing projects	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Well-designed housing is likely to be more energy efficient, reducing greenhouse gas and carbon emissions	N/A
9 - To use natural resources prudently	++	This objective aims to encourage the reuse of previously developed land, and good design can also include reuse of older buildings or materials	N/A

10 - To adapt to the changing climate	+	Well-designed houses will be better adapted to climate change, taking advantage of natural heating and cooling capacities	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	By using previously developed land for new housing developments wherever possible, additional land contamination is kept to a minimum and good quality soil in other areas of the borough is protected	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Well-designed houses are likely to include measures to reduce the impact of light and noise pollution on their inhabitants	N/A
15 - To protect and enhance landscape character	++	By insisting on good design of new housing, this objective ensures that landscapes in the borough will be protected as far as possible	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>SC2 - to ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	This objective aims to provide the wide range of homes needed in the borough, providing a range of sizes and prices to make housing accessible to all residents	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Well-designed, quality housing in a range of sizes will improve quality of life and allow residents to feel control over their housing choice	N/A

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New housing projects contribute to economic growth, and this objective ensures that such growth is inclusive and provides housing to suit the needs of all residents	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	This objective could have a small impact on greenhouse gas reductions if it leads to smaller and more energy efficient forms of housing in the borough	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Well-designed housing will take into account the need to minimise noise and light pollution impacts on inhabitants	N/A

15 - To protect and enhance landscape character	+	By offering a range of housing sizes and types, this objective can ensure that development is appropriately sized for protecting the landscape character in particular areas	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>SC3 - To minimise the impacts of development, and the development process on local residents and local amenity</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	Reducing development impacts, such as noise or dust, will improve the health and wellbeing of nearby residents	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	New developments should aim to keep land contamination to a minimum, and to restore contaminated land	New developments on contaminated land should be required to remediate the land before building.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	++	Reducing the impact of development includes managing noise, light, dust, and traffic fume pollution during construction	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>SC4 - Protect the most valuable open space within the urban areas</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	Open spaces provide multiple health and wellbeing benefits for residents and visitors, including opportunities for physical activity	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	Open spaces often make up part of the setting of historic or cultural assets, and the protection of open spaces will therefore protect these assets as well	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	+	Open spaces provide additional drainage capacity in case of extra flooding caused by climate change; and also provide benefits in terms of natural shade and cooling effects	N/A
11 - To reduce flood risk	++	The additional drainage provided by green open spaces is vital in absorbing water and reducing	N/A

		the impact of flood events	
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	The drainage capabilities of open green spaces is likely to have some influence on maintaining the quality of water in the borough	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	++	Open spaces have a valuable role to play in reducing the impact of noise and light pollution on nearby residents, and vegetation helps to improve the local air quality	N/A
15 - To protect and enhance landscape character	++	Open spaces make a valuable contribution to the landscape character of the urban areas of the borough	N/A
16 - To conserve and enhance biodiversity	++	Valuable open spaces will be decided partially on their environmental and biodiversity benefits, and open spaces will therefore have a positive impact on protecting biodiversity	N/A

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

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The provision of open space helps new developments contribute to the needs of inhabitants	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	The provision of open space and sport and recreation facilities provides opportunities for physical activity and the improvement of mental and	N/A

		physical health and wellbeing	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Provision of open space and sport and recreation facilities on new developments reduces the need for residents to travel for these services	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	+	Open spaces provide additional drainage capacity in case of extra flooding caused by climate change; and also provide benefits in terms of natural shade and cooling effects	N/A
11 - To reduce flood risk	++	The additional drainage provided by green open spaces is vital in absorbing water and reducing the impact of flood events	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	The drainage capabilities of open green spaces is likely to have some influence on maintaining the quality of water in the borough	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	++	Open spaces have a valuable role to play in reducing the impact of noise and light pollution on nearby residents, and vegetation helps to improve the local air quality	N/A
15 - To protect and enhance landscape character	+	If designed well, new open spaces can enhance the landscape character of new developments and the areas surrounding them	N/A
16 - To conserve and enhance biodiversity	+	If designed well, new open spaces can provide a contribution towards biodiversity in the borough, or can be designed in such a way as to protect existing biodiversity on the site	New open spaces should be designed to provide a net biodiversity gain whenever possible

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

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The encouragement of sustainable transport choices can contribute to physical activity and reduce the negative impacts of traffic	New developments should be required to incorporate adequate pedestrian and cycle facilities, as well as parking for cars.
3 - To conserve and enhance archaeological, historic, and cultural	-	Levels of parking that are adequate to accommodate the number of cars in the borough may somewhat	Parking standards should be used to limit parking to sustainable levels

assets and their settings		undermine the setting of historic and cultural assets	and avoid impacting heritage assets or their settings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	This objective aims to encourage sustainable transport choice, while also making provision for non-sustainable modes due to the inevitability of continued car use throughout the plan period	New developments should be required to incorporate adequate pedestrian and cycle facilities, as well as parking for cars.
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	?	The encouragement of sustainable transport choices can reduce greenhouse gas and carbon emissions; however, at the same time, this objective encourages car parking and use to be catered for. The exact impact of this objective will depend on the balance of these two approaches	New developments should be required to incorporate adequate pedestrian and cycle facilities, as well as parking for cars.
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	-	Providing adequate car parking in a borough where car ownership is growing is likely to mean an increase in hard surfaces, which will cause problems if climate change leads to an increased incidence of flooding events	Parking standards should be used to limit parking to sustainable levels, and use of permeable paving surfaces could be encouraged in the design of parking

			spaces.
11 - To reduce flood risk	-	Providing adequate car parking in a borough where car ownership is growing is likely to mean an increase in hard surfaces, which increases flood risk rather than reducing it	Parking standards should be used to limit parking to sustainable levels, and use of permeable paving surfaces could be encouraged in the design of parking spaces.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	?	The encouragement of sustainable transport choices should lead to an improvement in air and noise pollution; but this is counterbalanced in this objective by the continued reliance on car parking and use. The exact impact of this objective will depend on the balance of these two approaches.	New developments should be required to incorporate adequate pedestrian and cycle facilities, as well as parking for cars.
15 - To protect and enhance landscape character	-	Levels of parking that are adequate to accommodate the number of cars in the borough may somewhat undermine landscape character	Parking standards should be used to limit parking to sustainable levels and avoid impacting landscape settings.
16 - To conserve and enhance biodiversity	-	Providing adequate car parking in a borough where car ownership is growing is likely to mean an increase in hard surfaces, which are less	Parking standards should be used to limit parking to sustainable levels.

	biodiverse than other landscaping options	
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<b>SC7 - Ensure new developments are served by safe and well-designed access for vehicles, pedestrians, and cyclists</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Safe pedestrian and cyclist access can encourage healthier lifestyles and sustainable transport choices	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Safe pedestrian and cyclist access can encourage sustainable transport choices	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	This objective may encourage some additional use of sustainable transport options, reducing greenhouse gas and carbon emissions	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A

10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	This objective may encourage some additional use of sustainable transport options, reducing emissions from cars and improving air quality somewhat	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

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

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This objective is unlikely to have a negative or positive impact	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	This objective aims to reduce greenhouse gas emissions significantly	N/A
9 - To use natural resources prudently	++	This objective encourages the prudent use of natural resources by increasing use of renewable energy rather than fossil fuels	N/A
10 - To adapt to the changing climate	++	This objective aims for climate change resilience measures to be implemented in all new developments	N/A
11 - To reduce flood risk	++	Climate change resilience measures are likely to include additional protection against flooding, due to the likely increase in flood incidents stemming from climate change	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The use of renewable energy technologies may somewhat improve air quality due to less reliance on fossil fuels	N/A
15 - To protect and enhance landscape character	?	Renewable energy technologies may have an impact on the landscape, which may be considered negative by some	Policies could set out circumstances in which renewable energy is acceptable from a landscape perspective.
16 - To conserve and enhance biodiversity	+	By reducing the impacts of climate change and the amount of air pollution in the borough, this objective could have a positive impact on conserving biodiversity within the borough.	N/A

<b>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</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Directing housing away from areas of flood risk is an important element of delivering the housing the borough needs during the plan period	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	Reducing the risk of flooding in developments significantly improves the health and wellbeing of residents	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A

5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	++	Climate change is likely to lead to an increase in flood incidents, and this objective aims to adapt to that possibility	N/A
11 - To reduce flood risk	++	This objective aims to reduce flood risk by directing development away from areas of flood risk	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	This objective aims to ensure that new developments do not lead to a reduction in water quality	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

**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**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	?	Protection of biodiversity and landscape areas, particularly internationally designated sites, could have an impact on the ability to deliver new homes in some extreme cases	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The continued provision of landscape areas of beauty can have a positive impact on mental health and wellbeing	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The protection of landscapes provides protection for the settings of historic and cultural assets	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	Protection of landscape areas may impact on the ability to deliver renewable energy technologies due to their visual impact on the	Policies could set out circumstances in which renewable energy is acceptable.

		landscape	
9 - To use natural resources prudently	-	Protection of landscape areas may impact on the ability to deliver renewable energy technologies due to their visual impact on the landscape, and this could lead to more use of fossil fuels than would otherwise be the case	Policies could set out circumstances in which renewable energy is acceptable.
10 - To adapt to the changing climate	+	Landscape areas can provide some climate change adaptation benefits, including drainage during flooding events and natural shade and cooling	N/A
11 - To reduce flood risk	+	Landscape areas can reduce flood risk somewhat due to their drainage function	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	++	This objective aims to protect and enhance the landscape character of the borough	N/A
16 - To conserve and enhance biodiversity	++	This objective aims to conserve and enhance the borough's biodiversity	N/A

<b>SC11 - Maximise the contribution of new development to a comprehensive green infrastructure network across the borough</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	A network of green spaces across the borough will have a significant impact on increasing physical activity in the borough and improving mental and physical health and wellbeing	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The visual contribution of green infrastructure can contribute to the setting of towns and historic and cultural assets	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The provision of a network of green spaces may encourage some sustainable transport choices in some instances	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	A green infrastructure network will encourage some sustainable transport choices	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	++	A green infrastructure network will provide increased drainage capacity to deal with increased flood incidents caused by climate change; and will provide natural shade and cooling functions	N/A
11 - To reduce flood risk	++	Green infrastructure reduces flood risk through the increased	N/A

		capacity for drainage it provides	
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Green infrastructure may lead to more sustainable transport choices being made, and can absorb some of the impact of noise and light pollution and help to provide better air quality.	N/A
15 - To protect and enhance landscape character	++	The visual contribution of green infrastructure can contribute to the landscape settings of the borough	N/A
16 - To conserve and enhance biodiversity	++	A green infrastructure network would encourage biodiversity throughout the borough	N/A

<b>SC12 - Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This objective is unlikely to have a negative or positive impact	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Enhancing the beneficial use of the green belt could, in some circumstances, include increasing public access to it. By controlling development in the green belt, development is likely to be focused on urban areas that are more accessible by walking, cycling, and public transport.	New developments on sites released from the green belt should be required to provide public open space, increasing access to these resources.
5 - To make the best use of previously developed land and existing buildings	++	By maintaining a strong green belt around urban centres in the borough, the reuse of previously developed land is encouraged	Priority should be given to developing in existing urban areas and on previously developed land before the release of green belt sites is taken forward.
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	Parts of the green belt are located within flood zones and play an important role in absorbing and draining flood waters, and this role should be respected.
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	Parts of the green belt are located within flood zones and play an important role in absorbing and

			draining flood waters, and this role should be respected.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	++	Much of the best quality soil in the borough is located in the green belt, and this objective ensures its continued protection	Development should be directed away from areas of best quality soil, and soil quality should be an important consideration in decisions about releasing sites from the green belt or not.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	++	This objective aims to protect the landscape function of the green belt, avoiding coalescence between settlements and maintaining openness	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

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

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	This objective is unlikely to have a negative or positive impact	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	++	This objective aims to conserve heritage assets across the borough	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This objective is unlikely to have a negative or positive impact	N/A
5 - To make the best use of previously developed land and existing buildings	+	This objective aims to see existing heritage assets reused for cultural or heritage purposes	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	+	Heritage assets sometimes contribute to landscape character in parts of the borough, and the preservation of one will	N/A

		protect the other.	
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

<b>PS1 - Identify a local target for Gypsy, Traveller, and Travelling Showpeople sites, and allocate sites to achieve this target</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	This objective aims to provide suitable housing for the Gypsy, Traveller, and Travelling Showpeople communities	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	The allocation of these sites will reduce overcrowding among these communities, with significant positive impacts on mental and physical health and wellbeing	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	?	The objective aims to provide housing in accessible areas with the necessary services and facilities nearby to reduce the need to travel; though this may be counterbalanced by the traditional nomadism of these communities	N/A
5 - To make the best use of previously developed land and existing buildings	-	Land is unlikely to be made available on previously developed sites for this housing	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This objective is unlikely to have a negative or positive impact	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	+	Sites allocated under this objective will be located away from areas of flood risk	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	Sites allocated under this objective will be connected to adequate local infrastructure to deal with waste water from the sites	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	?	The impact on soil quality is unknown until the sites have been allocated, and soil quality will need to be considered when allocating sites	Developments of this type should be directed away from contaminated land, as resources are unlikely to exist to adequately decontaminate the land.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A

15 - To protect and enhance landscape character	?	The impact on landscape character is unknown until the sites have been allocated, and landscape character will need to be considered when allocating sites	Allocations should be made in line with landscape principles, and taking into account the green belt assessment and potential impacts on landscape designations such as the AONB and the AGLV.
16 - To conserve and enhance biodiversity	?	The impact on biodiversity is unknown until the sites have been allocated, and biodiversity will need to be considered when allocating sites	Allocations should be made in ways that insulate particularly biodiverse habitats from the effects of development. Buffer zones could be required to maintain a safe distance between developments and habitats.

<b>PS2 - Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This objective is unlikely to have a negative or positive impact	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This objective is unlikely to have a negative or positive impact	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve	+	Locating these facilities in sustainable locations will reduce the need for	New cemetery or crematorium facilities could be required to develop a travel plan to demonstrate how traffic will be sustainably managed.

accessibility to all services and facilities		travel to them and potentially enable some sustainable transport choices to reach them	
5 - To make the best use of previously developed land and existing buildings	-	These facilities are likely to be developed on greenfield rather than previously developed land	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Locating these facilities in sustainable locations will reduce the need for travel to them and potentially enable some sustainable transport choices to reach them	N/A
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	0	This objective is unlikely to have a negative or positive impact	N/A
11 - To reduce flood risk	0	This objective is unlikely to have a negative or positive impact	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This objective is unlikely to have a negative or positive impact	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	?	The impact on soil quality is unknown until the sites have been allocated, and soil quality will need to be considered when allocating sites	Developments on contaminated land should be required to remediate the land before building.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	Developments within or adjacent to AQMAs could be required to provide evidence that they will not decrease air quality in the surrounding area, and possibly provide mitigation measures, including green infrastructure, to improve air quality.
15 - To protect and enhance landscape character	?	The impact on landscape character is unknown until the sites have been allocated, and landscape character will need to be considered when allocating sites	Decisions on sites should be made in line with landscape principles, and taking into account the green belt assessment and potential impacts on landscape designations such as the AONB and the AGLV.
16 - To conserve and enhance biodiversity	?	The impact on biodiversity is unknown until the sites have been allocated, and biodiversity will need to be considered when allocating sites	Decisions on sites should be made in ways that insulate particularly biodiverse habitats from the effects of development. Buffer zones could be required to maintain a safe distance between developments and habitats. Developments could be required to demonstrate that they will cause no net loss in biodiversity, and preferably provide a net gain in biodiversity.

<b>PS3 - Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The identification of specific sites will boost the supply of housing in the borough	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	Allocating sites consistent with the Core Strategy, sustainability principles, and the other objectives in the DMP will see large amounts of public open space protected or created, increasing physical activity and improving mental and physical health and wellbeing	New developments in the borough should be required to provide certain amounts of open space, play facilities, or leisure or sport facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	Allocating sites consistent with the Core Strategy, sustainability principles, and the other objectives in the DMP will see heritage assets and their settings protected	New developments should be required to protect heritage assets and their settings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Allocating sites consistent with the Core Strategy, sustainability principles, and the other objectives in the DMP will see sites selected that reduce the need to travel and enable sustainable transport choices where possible	New developments could be required to provide pedestrian and cycle facilities to encourage sustainable transport use. For developments over a certain size, a travel plan could be required to ensure that traffic is sustainably managed.
5 - To make the best use of previously developed land and existing buildings	++	Allocating sites consistent with the Core Strategy, sustainability principles, and the other objectives in the DMP will see sites selected with a focus on previously developed	N/A

		land before greenfield sites	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This objective will allocate employment land in the borough	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This objective will allocate employment land in the borough	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	?	The amount of greenhouse gas emissions that allocated sites will generate is a complex topic which may not become clear until much later. Allocation of sites should take this into account and aim for the lowest level of greenhouse gas emissions possible	The setting of energy efficiency targets for new developments would be effective in reducing carbon emissions, but this is not allowable for residential developments under national planning policy. However, policies can be developed to encourage the use of renewable energy in new developments.
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	+	Sites will be allocated in a way that accounts for climate change risks	New developments could be required to provide SUDS or other flood reduction measures, as well as green infrastructure to tackle issues related to increasing temperatures.
11 - To reduce flood risk	++	Sites will be allocated in a way that avoids flood risk zones	New developments could be required to provide SUDS or other flood reduction measures.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of	0	This objective is unlikely to have a negative or positive impact	N/A

water			
13 - To reduce land contamination and safeguard soil quality and quantity	?	The impact of site allocations on soil quality and land contamination will not be known until the allocations are made	Developments on contaminated land should be required to remediate the land before building.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	?	The impact of site allocations on air quality may be variable. Allocation of sites should take this into account and aim for the lowest impact possible	Developments within or adjacent to AQMAs could be required to provide evidence that they will not decrease air quality in the surrounding area, and possibly provide mitigation measures, including green infrastructure, to improve air quality.
15 - To protect and enhance landscape character	?	The impact of site allocations on landscape character will not be known until the allocations are made	Allocations should be made in line with landscape principles, and taking into account the green belt assessment and potential impacts on landscape designations such as the AONB and the AGLV.
16 - To conserve and enhance biodiversity	?	The impact of site allocations on biodiversity will not be known until the allocations are made	Allocations should be made in ways that insulate particularly biodiverse habitats from the effects of development. Buffer zones could be required to maintain a safe distance between developments and habitats. Developments could be required to demonstrate that they will cause no net loss in biodiversity, and preferably provide a net gain in biodiversity.

<b>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</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This objective will provide the infrastructure that is needed to create suitable housing conditions for residents	N/A
2 - To facilitate the improved health and wellbeing of the whole population	++	This objective will ensure that adequate healthcare facilities are provided in the places where they are needed	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This objective is unlikely to have a negative or positive impact	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	Providing necessary services in communities will reduce the need for residents to travel long distances to reach these services, and potentially encourage sustainable transport options such as walking	N/A
5 - To make the best use of previously developed land and existing buildings	0	This objective is unlikely to have a negative or positive impact	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This objective is unlikely to have a negative or positive impact	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This objective is unlikely to have a negative or positive impact	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon	+	This objective allows for the provision of renewable energy infrastructure where	Policies on the provision of renewable energy could help determine appropriate locations

economy		appropriate	within the borough, or encourage the use of renewable energy in new developments.
9 - To use natural resources prudently	0	This objective is unlikely to have a negative or positive impact	N/A
10 - To adapt to the changing climate	++	This objective allows for the provision of SUDS and other green and grey infrastructure measures to reduce the likelihood of flooding	New developments could be required to provide SUDS or other flood reduction measures. Policies on green infrastructure may also help to reduce the effects of urban heat islands and higher temperatures.
11 - To reduce flood risk	++	This objective allows for the provision of SUDS and other green and grey infrastructure measures to reduce the likelihood of flooding	New developments could be required to provide SUDS or other flood reduction measures.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	This objective allows for the provision of suitable water and sewage infrastructure to serve new developments	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This objective is unlikely to have a negative or positive impact	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This objective is unlikely to have a negative or positive impact	N/A
15 - To protect and enhance landscape character	0	This objective is unlikely to have a negative or positive impact	N/A
16 - To conserve and enhance biodiversity	0	This objective is unlikely to have a negative or positive impact	N/A

## Appendix G – Potential Policy Options Assessment

### Airport Parking

Airport Parking Option 1: Do not have a specific policy - rely on Core Strategy/NPPF			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option would not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. The additional car trips generated by this will have a negative impact on air quality, noise pollution, and traffic congestion, all of which can affect health and wellbeing.	Consideration should be given to measures that can reduce the impact of air and noise pollution from car parking services on local residents.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option would not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. This will increase the need to travel between the airport car parking and the airport itself, adding an extra trip that would not exist if parking at the airport.	A travel plan should be put in place for airport car parks in the borough to ensure that trips are reduced to the minimum level possible.

5 - To make the best use of previously developed land and existing buildings	-	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. If such car parks are built in rural areas, this would be unlikely to involve previously developed land; if such car parks are built in urban areas on previously developed land, this would be a poor use of previously developed land when compared to the housing needs of the borough.	The main form of mitigation for this issue would be to restrict airport parking to the perimeter of the airport itself.
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option would not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. Airport car parking services are generally quite labour intensive, and this would therefore probably provide additional jobs within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. The additional car trips generated by this will have a negative impact on greenhouse gas emissions.	The use of electric vehicles could be encouraged by the provision of electric charging points at off-airport car parks.
9 - To use natural resources prudently	0	This option would not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option would not affect this objective.	N/A
11 - To reduce flood risk	0	This option would not affect this objective.	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option would not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option would not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. The additional car trips generated by this will have a negative impact on air quality, noise pollution, and traffic congestion.	Consideration should be given to measures that can reduce the impact of air and noise pollution from car parking services on local residents.
15 - To protect and enhance landscape character	-	This option would not allow locally specific control over the location of airport car parking, and would likely lead to an increase in airport car parking in the borough. Car parking is a land use that does not generally enhance the landscape or townscape character.	The main form of mitigation for this issue would be to restrict airport parking to the perimeter of the airport itself.
16 - To conserve and enhance biodiversity	0	This option would not affect this objective.	N/A

**Airport Parking Option 2: Retain existing BLP policy which allows airport car parking provision in the borough as long as it is consistent with other policies**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option would not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole	0	This option would not affect this objective.	N/A

population			
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option would not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	This option would see the majority of airport car parking within the boundary of Gatwick Airport itself. This would reduce additional trips within the borough and support Gatwick Airport's policy of a 40% sustainable transport mode share.	N/A
5 - To make the best use of previously developed land and existing buildings	+	This option would see the majority of airport car parking within the boundary of Gatwick Airport itself. This would allow previously developed land in the borough to be put to better use.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option would not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option would not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	This option would see the majority of airport car parking within the boundary of Gatwick Airport itself. This would reduce additional trips within the borough and support Gatwick Airport's policy of a 40% sustainable transport mode share, which would have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This option would not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option would not affect this objective.	N/A
11 - To reduce flood risk	0	This option would not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option would not affect this objective.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This option would not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	This option would see the majority of airport car parking within the boundary of Gatwick Airport itself. This would reduce additional trips within the borough and support Gatwick Airport's policy of a 40% sustainable transport mode share, which would have a positive impact on air quality and noise pollution in the borough.	N/A
15 - To protect and enhance landscape character	+	This option would see the majority of airport car parking within the boundary of Gatwick Airport itself. Car parking is a land use that does not generally have a positive impact on landscape or townscape character - however, the landscape of Gatwick Airport is already heavily affected by hard surfacing and utilitarian building styles, and the impact of car parking within the airport boundaries will therefore be significantly reduced or even eliminated.	N/A
16 - To conserve and enhance biodiversity	0	This option would not affect this objective.	N/A

<b>Airport Parking Option 3: Have specific policy that seeks to resist airport car parking provision in the borough</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option would not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option would not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural	0	This option would not affect this objective.	N/A

assets and their settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	This option would likely see all airport car parking within the boundary of Gatwick Airport itself. This would reduce additional trips within the borough and support Gatwick Airport's policy of a 40% sustainable transport mode share.	N/A
5 - To make the best use of previously developed land and existing buildings	++	This option would likely see all airport car parking within the boundary of Gatwick Airport itself. This would allow previously developed land in the borough to be put to better use.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option would not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option would not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	This option would likely see all airport car parking within the boundary of Gatwick Airport itself. This would reduce additional trips within the borough and support Gatwick Airport's policy of a 40% sustainable transport mode share, which would have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This option would not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option would not affect this objective.	N/A
11 - To reduce flood risk	0	This option would not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option would not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option would not affect this objective.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	++	This option would likely see all airport car parking within the boundary of Gatwick Airport itself. This would reduce additional trips within the borough and support Gatwick Airport's policy of a 40% sustainable transport mode share, which would have a positive impact on air quality and noise pollution in the borough.	N/A
15 - To protect and enhance landscape character	++	This option would likely see all airport car parking within the boundary of Gatwick Airport itself. Car parking is a land use that does not generally have a positive impact on landscape or townscape character - however, the landscape of Gatwick Airport is already heavily affected by hard surfacing and utilitarian building styles, and the impact of car parking within the airport boundaries will therefore be significantly reduced or even eliminated.	N/A
16 - To conserve and enhance biodiversity	0	This option would not affect this objective.	N/A

#### Affordable Housing

<b>Affordable Housing Option 1 - rely on Core Strategy policy</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option would maintain levels of affordable housing at their current level.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A

5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

<b>Affordable Housing Option 2 - have an updated policy on affordable housing</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This option would maximise the amount of affordable housing coming forward in the borough, ensuring homes that are suitable for a range of needs.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their	0	This option will not affect this objective.	N/A

settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

Specialist Accommodation

<b>Caravans Option 1 - rely on Core Strategy national planning policies</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	Relying on national planning policies may mean that the need for this kind of accommodation is not adequately assessed or catered for, although it is unlikely to have a negative impact on housing need in the borough as a whole.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

<b>Caravans Option 2 - have a specific policy on caravans</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Including a specific DMP policy on this topic will ensure that the need for this kind of accommodation is adequately assessed and catered for.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to	0	This option will not affect this objective.	N/A

meet the needs of the local economy			
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

<b>Older People's Accommodation Option 1 - rely on NPPF</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	Relying entirely on the NPPF means that accommodation for older people may not be given specific attention in planning, although this is unlikely to have a negative impact on overall housing provision in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport	0	This option will not affect this objective.	N/A

options, and improve accessibility to all services and facilities			
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

<b>Older People's Accommodation Option 2 - have a specific policy on older people's accommodation</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Having a specific policy on older people's accommodation can ensure that this kind of housing is given suitable attention in a borough with an ageing demographic.	
2 - To facilitate the improved health and wellbeing of the whole population	+	A specific policy could ensure the delivery of homes that are suitable for older people, increasing wellbeing to some extent.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

### Community Facilities

<b>Community Facilities Option 1 - rely on Core Strategy policy</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Community facilities support social engagement and interaction, which can increase wellbeing. The Core Strategy policy resists the loss of community facilities.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	Community facilities are in many cases a cultural asset to the borough. The Core Strategy policy resists the loss of community facilities.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The Core Strategy policy resists the loss of community facilities, and this can ensure that community facilities remain in their current locations, and the people that use them will not have to travel any further than at present.	N/A
5 - To make the best use of previously developed land and existing buildings	+	The Core Strategy policy resists the loss of community facilities, and this can ensure that existing buildings are used for positive reasons.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

<b>Community Facilities Option 2 - have an updated policy on community facilities</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	+	Community facilities support social engagement and interaction, which can increase wellbeing. A policy protecting them can resist the loss of community facilities.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	Community facilities are in many cases a cultural asset to the borough. A policy protecting them can resist the loss of community facilities.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	A policy protecting community facilities can ensure that they remain in their current locations, and the people that use them will not have to travel any further than at present.	N/A
5 - To make the best use of previously developed land and existing buildings	+	A policy protecting community facilities can ensure that existing buildings are used for positive reasons.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A

15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

Climate Change Mitigation

<b>Climate Change Option 1 - rely on Core Strategy policies on sustainable development and construction</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The Core Strategy policies should have a positive impact on health and wellbeing through the improvement of air quality and reduction of flood risk.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The Core Strategy policies call for development to take into account the historic environment.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The Core Strategy policies call for developments to reduce the need to travel and encourage sustainable transport options.	N/A
5 - To make the best use of previously developed land and existing buildings	+	The Core Strategy policies give priority to previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The Core Strategy policies will lead to a reduction in greenhouse gas emissions.	N/A
9 - To use natural resources prudently	+	The Core Strategy policies call for the prudent use of natural resources in construction.	N/A

10 - To adapt to the changing climate	+	The Core Strategy policies require development to adapt to climate change and reduce flood risk.	N/A
11 - To reduce flood risk	+	The Core Strategy policies require development to adapt to climate change and reduce flood risk.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	The Core Strategy policies require development to safeguard water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The Core Strategy policies require development to minimise all forms of pollution.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	+	The Core Strategy policies require development to protect the ecological heritage of the borough, which includes biodiversity.	N/A

<b>Climate Change Option 2 - have a specific policy on renewable energy generation</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport	0	This option will not affect this objective.	N/A

options, and improve accessibility to all services and facilities			
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This option may provide a small amount of additional employment in renewable energy installation.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	By increasing renewable energy generation in the borough, this option will significantly reduce greenhouse gas emissions.	N/A
9 - To use natural resources prudently	++	This option will require the prudent use of natural resources by encouraging the use of renewable energy.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	+	By helping to mitigate climate change, this option will reduce flood risk somewhat.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	By encouraging renewable energy use rather than fossil fuel energy use, this option could have some impact on air quality.	N/A

15 - To protect and enhance landscape character	0	In some cases, renewable energy installations may be considered to have negative landscape impacts, although this is a contentious claim, and is also dependent on the specifics of each installation.	Other policies in the DMP deal with the potential landscape impact of renewable energy installations.
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

<b>Climate Change Option 3 - have a specific policy on energy and water efficiency</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	More energy efficient developments are likely to be healthier in terms of reducing draughts and being easier to heat in the winter, which may also have a positive impact on reducing fuel poverty. This will improve wellbeing in the borough.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	By reducing energy use in new developments, this option will significantly reduce greenhouse gas emissions.	N/A
9 - To use natural resources prudently	++	This option will require the prudent use of natural resources by reducing energy use in new developments.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	+	By helping to mitigate climate change, this option will reduce flood risk somewhat.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	++	This option will increase water efficiency in new developments, helping to maintain an adequate supply of water in the borough.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	By reducing fossil fuel energy use, this option could have some impact on air quality.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

**Climate Change Option 4 - rely on other DMP policies to cover climate change mitigation adequately**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Existing policies on sustainable transport modes may have some impact on this objective.	N/A
9 - To use natural resources prudently	+	Existing policies on sustainable transport modes may have some impact on this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Existing policies on sustainable transport modes may have some impact on this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

Infrastructure

<b>Infrastructure Option 1 - rely on Core Strategy policy</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The Core Strategy policy aims to ensure that necessary infrastructure is put in place to ensure the delivery of housing.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The Core Strategy policy aims to protect community facilities and leisure facilities, which can have positive impacts on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard	0	This option will not affect this objective.	N/A

soil quality and quantity			
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	+	The Core Strategy policy requires the delivery of green infrastructure on new developments, which is good for biodiversity.	N/A

<b>Infrastructure Option 2 - have an updated policy on infrastructure</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	A policy on infrastructure will ensure that necessary infrastructure is put in place to ensure the delivery of housing.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A

9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	+	A policy on infrastructure can specify that development that would have an impact on flooding must prove that this impact is mitigatable before being approved.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	A policy on infrastructure can specify that development that would have an impact on water quality must prove that this impact is mitigatable before being approved.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

Safeguarded Land for Development Beyond the Plan Period

<b>Safeguarded Land Option 1 - do not safeguard land</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	-	This option may lead to problems with housing delivery after the plan period.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	If there is a lack of available housing land at the end of the plan period, the borough could revert to planning by appeal, which would likely have a negative impact on heritage assets.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	-	If there is a lack of available housing land at the end of the plan period, the borough could revert to planning by appeal, which would likely have a negative impact on landscape.	N/A
16 - To conserve and enhance biodiversity	-	If there is a lack of available housing land at the end of the plan period, the borough could revert to planning by appeal, which would likely have a negative impact on biodiversity.	N/A

<b>Safeguarded Land Option 2 - safeguard land for a particular time period after the end of the current plan period</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This options should ensure housing land is available after the current plan period.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The safeguarding of land up to an arbitrary time period may lead to more land being safeguarded than would otherwise be the case, in order to meet the self-imposed target. This may lead to less sustainable sites being safeguarded, which may affect heritage assets. This is not certain, and so is not listed as a negative impact, but should be considered as a possibility.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A

9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	The safeguarding of land up to an arbitrary time period may lead to more land being safeguarded than would otherwise be the case, in order to meet the self-imposed target. This may lead to less sustainable sites being safeguarded, which may affect landscape. This is not certain, and so is not listed as a negative impact, but should be considered as a possibility.	N/A
16 - To conserve and enhance biodiversity	0	The safeguarding of land up to an arbitrary time period may lead to more land being safeguarded than would otherwise be the case, in order to meet the self-imposed target. This may lead to less sustainable sites being safeguarded, which may affect biodiversity. This is not certain, and so is not listed as a negative impact, but should be considered as a possibility.	N/A

<b>Safeguarded Land Option 3 - safeguard land using a supply-led approach</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This options should ensure housing land is available after the current plan period.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This option will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This option will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This option will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This option will not affect this objective.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This option will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This option will not affect this objective.	N/A

East Surrey Hospital

<b>East Surrey Hospital Option 1 - no change</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	This option may have a negative impact on the health and wellbeing of the population as it would restrict the necessary expansion of the hospital, or disperse the needed facilities across the borough, reducing accessibility and increasing travel times.	A large site for new hospital facilities could be found outside the greenbelt, but this is unlikely to be possible due to flooding concerns.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	This option may lead to the dispersal of future hospital facilities across the wider area, rather than their concentration on a single site. This could increase travel times and reduce accessibility by public transport compared to an expansion of the existing site.	A large site for new hospital facilities could be found outside the greenbelt, but this is unlikely to be possible due to flooding concerns.
5 - To make the best use of previously developed land and existing buildings	-	This option would not allow for the easy alteration of existing buildings and previously developed land on the hospital site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet	0	This option will not affect this objective.	N/A

the needs of the local economy			
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By potentially increasing the need for travel and for car use, this option may have a negative effect on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	The site is currently in the greenbelt and contributes to the separation between settlements. This option would restrict further development on the site, which may be beneficial in terms of protecting the landscape. On the other hand, the potential dispersal of future hospital facilities across the borough may lead to pressure on other landscape areas, particularly the Rural Surrounds of Horley.	Future development should be carefully designed to ensure that it respects the townscape or landscape of the area it is built in.
16 - To conserve and enhance biodiversity	+	The site is adjacent to areas of ancient woodland and potential SNCIs, and this option would be the most	N/A

		likely to ensure these areas are strongly protected.	
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<b>East Surrey Hospital Option 2 - remove from greenbelt</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This option will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	This option would allow for the necessary expansion of the hospital to deal with increasing patient numbers, and would therefore have a positive impact on the health and wellbeing of the borough.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This option will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By consolidating improvements to the hospital on a single site, this option would not increase the need to travel and would allow access to the site through the existing public transport options.	N/A
5 - To make the best use of previously developed land and existing buildings	+	This option would allow for the alteration of existing buildings and previously developed land on the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This option will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This option will not affect this objective.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	By not increasing the need to travel, and due to existing public transport options to the hospital, this option will have a positive impact on greenhouse gas emissions compared to the status quo option.	N/A
9 - To use natural resources prudently	0	This option will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This option will not affect this objective.	N/A
11 - To reduce flood risk	0	This option will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This option will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This option will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This option will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	The site is currently in the greenbelt and contributes to the separation between settlements. This option would potentially impact the landscape in the immediately surrounding area by increasing the amount of development. On the other hand, it avoids the potential dispersal of future hospital facilities across the borough, and ensures that the landscape impact is concentrated in one area, where design measures can be more easily implemented to reduce the impact.	Future development should be carefully designed to ensure that it respects the location on the fringe of the greenbelt.

16 - To conserve and enhance biodiversity	-	The site is adjacent to areas of ancient woodland and potential SNCIs, and buffer zones may be needed to ensure these assets continue to be protected if the hospital expands significantly.	Buffer zones should be placed around ancient woodland or potential SNCIs.
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## Appendix H – DMP Policies Assessment

EMP1 - Principal Employment Areas			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	++	This policy will channel relevant employment uses into principal employment areas that are already appropriate for them.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy will support the continued growth of businesses in the borough by safeguarding appropriate land for their use.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This policy will support the continued growth of businesses in the borough by safeguarding appropriate land for their use, and will consequently provide employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move	0	This policy will not affect this objective.	N/A

to a low carbon economy			
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	By encouraging industrial uses to locate in existing employment areas, this policy safeguards soil quality and protects land from contamination in other areas.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy encourages industrial uses to locate within the borough, which may have an impact on noise and air pollution. However, by encouraging these uses to locate within existing employment areas, the policy keeps these impacts localised in areas that are already accustomed to dealing with them.	Consideration should be given to minimising noise and air pollution in new industrial developments on employment sites.
15 - To protect and enhance landscape character	+	By encouraging industrial uses to locate in existing employment areas, this policy safeguards landscape character in other areas.	N/A
16 - To conserve and enhance biodiversity	+	By encouraging industrial uses to locate in existing employment areas, this policy safeguards biodiversity in other areas.	N/A

<b>EMP2 - Local Employment Areas</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live	0	This policy will not affect this objective.	N/A

in a home suitable to their needs and which they can afford			
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	++	This policy will channel relevant employment uses into principal employment areas that are already appropriate for them.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy will support the continued growth of businesses in the borough by safeguarding appropriate land for their use.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This policy will support the continued growth of businesses in the borough by safeguarding appropriate land for their use, and will consequently provide employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	By encouraging industrial uses to locate in existing employment areas, this policy safeguards soil quality and protects land from contamination in other areas.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy encourages industrial uses to locate within the borough, which may have an impact on noise and air pollution. However, by encouraging these uses to locate within existing employment areas, the policy keeps these impacts localised in areas that are already accustomed to dealing with them. The policy also notes that development should not conflict with the amenity of neighbouring land uses.	Consideration should be given to minimising noise and air pollution in new industrial developments on employment sites.
15 - To protect and enhance landscape character	+	By encouraging industrial uses to locate in existing employment areas, this policy safeguards landscape character in other areas. The policy also notes that developments should be of an appropriate scale for the area, protecting local townscape character.	N/A
16 - To conserve and enhance biodiversity	+	By encouraging industrial uses to locate in existing employment areas, this policy safeguards biodiversity in other areas.	N/A

<b>EMP3 – Employment Development Outside Employment Areas</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy will support the provision of some employment uses in the borough, which will help support the economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This policy will support the provision of some employment opportunities around the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires employment uses outside of employment areas to ensure they do not worsen air or noise pollution for local residents.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>EMP4 - Safeguarding Employment Land and Premises</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	+	This policy will ensure that land currently used for employment is kept in that use, providing economic benefits that mean it represents the best use of that land and those buildings.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy will resist the loss of employment uses in the borough, which will help support the economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	This policy will resist the loss of employment opportunities in the borough.	N/A
8 - To reduce greenhouse gas emissions and move to	0	This policy will not affect this objective.	N/A

a low carbon economy			
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>EMP5 - Local Skills and Training Opportunities</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Creating access to employment and training opportunities for local residents can help to counter social isolation and health issues caused by unemployment.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services	0	This policy will not affect this objective.	N/A

and facilities			
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	This policy will create employment and training opportunities for local residents.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>RET1 - Development Within Identified Retail Frontages and Local Centres</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By maintaining active ground floor frontages with retail and other town centre uses, this policy encourages people to continue to use walkable and accessible town centres for shopping and community activities, reducing the need to travel to out-of-town stores.	Town and local centres should be made as accessible as possible by public transport, walking, and cycling.
5 - To make the best use of previously developed land and existing buildings	+	The policy encourages the continued use of existing retail areas for that purpose - the use of town centres for retail is a good use of land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy encourages the continued presence of retail and other town centre uses, which supports the economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This policy encourages the continued presence of retail and other town centre uses, which provides employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	If the policy reduces the need to travel by car, it will also have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy acknowledges the need for new development to not harm amenity through noise, and to not have an unacceptable impact on traffic which could worsen air pollution.	N/A
15 - To protect and enhance landscape character	+	The policy requires new development to protect and enhance the public realm, improving the local townscape.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>RET2 - Town Centre Frontages</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By maintaining retail and other town centre uses in town centres, this policy encourages people to continue to use walkable and accessible town centres for shopping and community activities, reducing the need to travel to out-of-town stores.	Town centres should be made as accessible as possible by public transport, walking, and cycling.
5 - To make the best use of previously developed land and	+	The policy encourages the continued use of existing retail areas for that purpose - the	N/A

existing buildings		use of town centres for retail is a good use of land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy encourages the continued presence of retail and other town centre uses, which supports the economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This policy encourages the continued presence of retail and other town centre uses, which provides employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	If the policy reduces the need to travel by car, it will also have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>RET3 - Local Centres</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home	0	This policy will not affect this objective.	N/A

suitable to their needs and which they can afford			
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By maintaining retail and community uses in local centre, this policy encourages people to continue to use local centres for shopping and community activities, reducing the need to travel to out-of-town stores or town centres.	Local centres should be made as accessible as possible by public transport, walking, and cycling.
5 - To make the best use of previously developed land and existing buildings	+	The policy encourages the continued use of existing retail areas for that purpose - the use of local centres for retail is a good use of land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy encourages the continued presence of retail uses, which supports the economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	This policy encourages the continued presence of retail uses, which provides employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	If the policy reduces the need to travel by car, it will also have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>RET4 - Development in Smaller Centres and Isolated Shops</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	+	This policy requires land currently being used for retail to continue to be put to the same use, unless a greater benefit can be achieved by another use, particularly community uses. This attempts to retain retail land where it currently is, but recognises that under certain circumstances,	N/A

		there may be a better use for the land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy allows for the loss of retail, which could lead to some economic losses for the local area - but only if a particular set of criteria are met.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy allows for the loss of retail, which could lead to the loss of employment land - but only if a particular set of criteria are met.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>RET5 - Development of Town Centre Uses Outside Town and Local Centres</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	This policy encourages retail uses to be concentrated in town and local centres, which are likely to be more accessible by public transport, walking, and cycling. This can reduce the need to travel to out-of-town stores.	
5 - To make the best use of previously developed land and existing buildings	+	This policy encourages town centre locations to be used for town centre uses, which would be the most appropriate use of land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The policy may in some cases lead to retail developments being rejected - however, it also encourages vital and active town and local centres by encouraging retail uses to locate in them, which may balance any economic losses from this policy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	-	In some circumstances, this policy may lead to retail developments being rejected, which would have a negative impact on employment opportunities.	Other policies encourage the location of retail uses in town and local centres, and these locations may be able to provide enough employment to

			counteract any potential loss from this policy.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	If this policy reduces the need to travel by car, it will also have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	This policy encourages retail uses to be concentrated in town and local centre locations, which may help to protect the landscape of other areas.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>RET6 - Retail Warehousing</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	+	This policy encourages retail warehouses to be located in existing retail warehousing areas, which would be the most appropriate use of land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The policy may in some cases lead to retail warehouse developments being rejected - however, this aims to protect the viability of existing town centre locations, so the overall economic impact should not be negative.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	-	In some circumstances, this policy may lead to retail developments being rejected, which would have a negative impact on employment opportunities.	Other policies encourage the location of retail uses in town and local centres, and these locations may be able to provide enough employment to

			counteract any potential loss from this policy.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	This policy encourages retail warehouses to be concentrated in existing retail warehousing areas, which may help to protect the landscape of other areas.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES1 - Design of New Development</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The policy requires well-designed new housing that meets the needs of current and future residents.	
2 - To facilitate the improved health and wellbeing of the whole population	+	The policy requires development to be designed to minimise crime opportunities, which can contribute to the wellbeing of residents.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The policy requires new developments to be designed to mitigate climate change.	
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	+	The policy requires new developments to be designed to adapt to climate change.	
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires new development to avoid an unacceptable increase in noise or air pollution.	
15 - To protect and enhance landscape character	+	The policy requires new development to reinforce local distinctiveness and respect the local character of the area.	N/A
16 - To conserve and enhance biodiversity	+	The policy requires new developments to contribute to the green infrastructure network of the borough.	

<b>DES2 - Residential Garden Land Development</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The policy supports back garden development, with some restrictions, and thus encourages housing.	
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	-	Back gardens are not considered previously developed land, so by providing encouragement for back garden development, this policy somewhat encourages building on undeveloped land.	N/A
6 - To support economic growth which is inclusive, innovative, and	0	This policy will not affect this objective.	N/A

sustainable			
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy requires back garden developments to respect the prevailing character of the area.	
16 - To conserve and enhance biodiversity	+	The policy requires back garden developments to maintain soft landscaping and biodiversity features like hedgerows wherever possible.	

### DES3 - Residential Areas of Special Character

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The policy allows for some residential development in RASCs.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy requires development within RASCs to be sensitively designed to preserve the existing townscape character.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES4 - Housing Mix</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This policy requires housing in a range of sizes to be built in the borough, ensuring that housing meets the needs of a range of people.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A

15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES5 - Delivering High Quality Homes</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The policy requires housing to be healthy and habitable, and suitable to the needs of people who will live in it.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The policy aims to ensure homes in the borough are healthy to live in and provide sufficient light and space for residents. The policy also requires provision for outdoor amenity space, which can contribute to health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A

10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires the minimisation of noise and pollution impacts in new development.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES6 - Affordable Housing</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This policy makes provision for affordable housing and for a range of tenures, to ensure that housing is available for those with different needs.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The policy includes a requirement to make a certain amount of dwellings accessible to people in wheelchairs, assisting the wellbeing of these people.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A

5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

**DES7 - Specialist Accommodation**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The policy supports alternative types of housing, allowing for a range of housing types to meet the needs of different people.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	+	The policy supports the creation of accommodation for older people that allows them to lead their lives in as independent a manner as possible, contributing to wellbeing. The policy also requires a certain amount of dwellings to be accessible to disabled people.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	This policy encourages accommodation for older people to be located near shops and facilities, reducing the need to travel.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	By encouraging the location of accommodation for older people near services and shops, this policy will reduce the need for older people to use cars, and thus have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	+	The policy states that caravans should be located away from areas of flood risk.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy requires new caravan developments to take account of the landscape character of the surrounding area.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES8 - Construction Management</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	By reducing air, noise and light pollution and land contamination during the construction period, this policy will have a positive impact on health and wellbeing in the borough.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to	0	This policy will not affect this objective.	N/A

meet the needs of the local economy			
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	The policy requires new developments to reduce land contamination to the minimum possible during construction.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires new development to ensure it will not have a significant adverse effect on air, noise, or light pollution during the construction period.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES9 - Pollution and Contaminated Land</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	By reducing air, noise and light pollution and land contamination, this policy will have a positive impact on health and wellbeing in the borough.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	The policy requires contaminated land to be cleaned before development can take place.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires new development to ensure it will not have a significant adverse effect on air, noise, or light pollution.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>DES10 - Advertisements and Shop Front Design</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The policy requires adverts to not have a negative impact on residential amenity through light pollution, and this can have a positive impact on wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The policy requires advertisements to not have a negative impact on heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and	0	This policy will not affect this objective.	N/A

quantity			
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires adverts to not have a negative impact on residential amenity through light pollution.	N/A
15 - To protect and enhance landscape character	+	This policy will ensure the townscape character is not adversely affected by advertisements.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>OSR1 - Urban Open Space</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	This policy will encourage the protection of existing areas of Urban Open Space, which provide recreational and exercise opportunities. Green spaces also provide health benefits in terms of air quality and mental wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	+	This policy will somewhat encourage development onto areas of urban land that have already been developed, rather than using open spaces.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	+	Urban Open Space often includes a lot of green space, which helps to regulate water flow and avoid the flooding that may be more common due to climate change.	N/A
11 - To reduce flood risk	+	Urban Open Space often includes a lot of green space, which helps to regulate water flow and reduce the flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Urban Open Space often contains trees and other soft landscaping features that can improve air quality and provide areas of tranquillity in the urban area.	N/A
15 - To protect and enhance landscape character	++	Urban Open Space provides an important contribution to the character of the borough's towns, and in many cases has been designated at least partially because of that character contribution.	N/A
16 - To conserve and enhance biodiversity	+	Many Urban Open Spaces contain some biodiversity features, including trees and hedgerows, and this policy will protect those assets.	N/A

OSR2 - Open Space in New Developments			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	This policy will encourage the provision of new areas of Urban Open Space, play areas, and recreation facilities, which provide recreational and exercise opportunities. Green spaces also provide health benefits in terms of air quality and mental wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A

10 - To adapt to the changing climate	+	Urban Open Space often includes a lot of green space, which helps to regulate water flow and avoid the flooding that may be more common due to climate change.	N/A
11 - To reduce flood risk	+	Urban Open Space often includes a lot of green space, which helps to regulate water flow and reduce the flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Urban Open Space often contains trees and other soft landscaping features that can improve air quality and provide areas of tranquillity in the urban area.	N/A
15 - To protect and enhance landscape character	+	Urban Open Space provides an important contribution to the character of the borough's towns, and open spaces on new developments will contribute to maintaining a pleasant character in the surrounding area.	N/A
16 - To conserve and enhance biodiversity	+	Many Urban Open Spaces contain some biodiversity features, including trees and hedgerows, and this policy will encourage the creation of these kinds of assets.	N/A

<b>OSR3 - Outdoor Sport and Recreation</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	The policy somewhat restricts the development of sport and recreation facilities which would have health benefits through providing access to exercise opportunities. However, the policy does not actively resist such developments, so the impact is neutral rather than negative.	Use the Open Space, Sports, and Recreation study to identify parts of the borough with a relative lack of sport and recreation facilities, and consider ways to encourage more development of such facilities in these locations.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A

11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy aims to ensure that new or upgraded sport and recreation facilities do not impact on landscape or townscape character, particularly in green belt areas.	N/A
16 - To conserve and enhance biodiversity	+	The policy specifies that biodiversity features should be considered in the development of new sport and recreation facilities.	N/A

<b>TAP1 - Access, Parking and Servicing</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The policy requires that the safety of pedestrians and cyclists be considered in the design of new development, and requires pedestrian and cycling routes to be incorporated, encouraging	Guidance could be provided in an SPD to explain safe design for pedestrians and cyclists.

		healthier modes of transport.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The policy requires pedestrian and cycling routes to be incorporated in new developments and connect to existing sustainable transport networks where possible, encouraging the use of sustainable modes of transport.	Guidance could be provided in an SPD to explain safe design for pedestrians and cyclists.
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The policy somewhat encourages the use of walking and cycling as methods of transport, both of which are low carbon. The policy also requires electric vehicle charging points on all new developments, encouraging the shift to a low carbon economy.	N/A
9 - To use natural	0	This policy will not affect	N/A

resources prudently		this objective.	
10 - To adapt to the changing climate	0	The policy does not specifically help with climate change adaptation, but does encourage climate change mitigation through the use of sustainable modes of transport and electric vehicles.	New developments could be encouraged to provide permeable parking spaces that will help to deal with increased flooding that may be caused by climate change.
11 - To reduce flood risk	0	By encouraging sustainable modes of transport and electric vehicles, the policy encourages climate change mitigation, which reduces the likelihood of increased flooding. However, at the same time, the additional parking spaces that will be created through the policy are likely to be hard standing, which encourages surface water run-off which contributes to flooding. The overall impact is therefore likely to be neutral rather than positive.	New developments could be encouraged to provide permeable parking spaces that will help to deal with increased flooding that may be caused by climate change.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The policy somewhat encourages sustainable modes of transport and electric vehicles - however, the policy does not discourage the use of cars enough for this to have a positive impact on air or noise pollution caused by cars.	Applying parking standards more stringently in town centre locations may help to reduce car use in these areas which are worst-affected by air and noise pollution, but it remains to be seen if this happens in practice.

15 - To protect and enhance landscape character	+	The level of parking spaces encouraged by this policy should ensure that untidy or inappropriate parking is kept to a minimum, preserving landscape character. At the same time, it should ensure that there is not an overabundance of parking spaces, which would damage the character of towns and the landscape.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>TAP2 - Airport Car Parking</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The provision of large areas of airport parking in the borough may have affected the health of residents through additional air and noise pollution.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The policy aims to support Gatwick Airport's sustainable transport strategy, which encourages passengers to use sustainable modes of transport to reach the airport.	N/A
5 - To make the best use of previously developed land and existing buildings	+	The policy somewhat encourages previously developed land in the borough to be used for	N/A

		housing or other beneficial uses, rather than for large areas of parking.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	-	Airport parking is a very labour intensive industry, and discouraging it in the borough potentially restricts some employment options that would otherwise be available.	A number of policies in Theme 1 of the DMP aim to promote employment in the borough, which could counteract the negative impact of this policy.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The policy aims to support Gatwick Airport's sustainable transport strategy, which encourages passengers to use sustainable modes of transport to reach the airport, reducing greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	+	Large areas of airport parking in the borough would likely consist of hard standing, which has a negative effect on flood risk due to encouraging surface water run-off. Other kinds of development are more likely to include soft landscaping that helps to absorb the impacts of flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality	0	This policy will not affect this objective.	N/A

and quantity			
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	By encouraging the use of sustainable transport for passengers to arrive at Gatwick, and by discouraging large areas of airport parking in the borough, this policy reduces air and noise pollution, particularly in the south of the borough near the airport.	N/A
15 - To protect and enhance landscape character	+	Large areas of airport parking would have a negative impact on landscape character in the borough, and this policy restricts that impact.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>CCF1 - Climate Change Mitigation</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A

5 - To make the best use of previously developed land and existing buildings	+	This policy encourages sustainable construction techniques, which may include the reuse of existing buildings where possible.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	This policy calls for greater energy efficiency and the use of renewable energy wherever possible.	N/A
9 - To use natural resources prudently	++	This policy requires the use of the tighter water efficiency standard and the maximum possible level of energy efficiency in new developments, preserving natural resources as far as possible. The policy also encourages sustainable construction techniques that may use fewer resources.	N/A
10 - To adapt to the changing climate	0	The policy does not specifically help with climate change adaptation, but does encourage climate change mitigation through the use of renewable energy and resource efficiency.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape	0	This policy will not affect this objective.	N/A

character			
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

CCF2 - Flood Risk			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Reducing flood risk reduces the health risks of flooding.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	++	Climate change is likely to increase flood risk, so having a policy that robustly deals with minimising the risks assists with adapting to climate change.	N/A

11 - To reduce flood risk	++	The policy aims to reduce flood risk through location and design of new development.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>NHE1 - Landscape Protection</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Areas of landscape value perform a role in public health and wellbeing through their potential effect on mental wellbeing, and in the amount of green space they often provide.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	A number of heritage assets are located in areas of landscape value, and protecting the latter will also protect the setting and character of the former.	N/A
4 - To reduce the need to travel, encourage sustainable transport	0	This policy will not affect this objective.	N/A

options, and improve accessibility to all services and facilities			
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	The policy supports developments that will assist rural businesses or the rural economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The policy is somewhat restrictive of some forms of renewable energy due to their assumed landscape impact.	Policy CCF1 provides some encouragement for renewable energy in terms of microgeneration and renewable energy on new developments that may counteract this policy to some extent.
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	++	This policy aims to protect the landscape character of the	N/A

		borough, particularly in landscape designation areas such as the AONB.	
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>NHE2 - Protecting and Enhancing Biodiversity and Areas of Geological Importance</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	++	Biodiversity is an important natural resource, and one which is difficult to replace once it has been damaged; this policy strongly protects it.	N/A

10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	The policy requires new developments not to have a negative impact on Biodiversity Opportunity Areas, which includes the River Mole and its tributaries.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	++	This policy strongly protects areas of biodiversity across the borough.	N/A

<b>NHE3 - Protecting Trees, Woodland Areas and Natural Habitats</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Trees play an important role in improving air quality and contribute to mental wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Trees play an important role in regulating greenhouse gases, so this policy will have a positive impact on this objective.	N/A
9 - To use natural resources prudently	+	Trees are an important natural resource, which this policy strongly protects.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	+	Trees play a role in flood defence to some extent, and their protection therefore contributes to reducing flood risk.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Trees play a role in reducing air pollution and the impact of noise pollution.	
15 - To protect and enhance landscape character	+	Trees are an important part of the landscape and townscape character of the borough.	N/A
16 - To conserve and enhance biodiversity	+	Trees play a role in protecting and encouraging biodiversity.	N/A

<b>NHE4 - Green/Blue Infrastructure</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	+	Green and blue infrastructure contribute to health and wellbeing through regulating air quality and noise pollution, providing areas of tranquillity, providing access to open space and recreation opportunities, and the mental wellbeing benefits of green areas.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Green infrastructure plays a role in regulating greenhouse gases, so protecting and enhancing it helps to control emissions.	N/A
9 - To use natural resources prudently	+	The policy aims to protect biodiversity, which is an important natural resource that provides multiple benefits to local residents.	N/A
10 - To adapt to the changing climate	+	Green infrastructure helps to slow surface water run-off, and thus reduces flood risk, which might otherwise increase due to climate change.	N/A
11 - To reduce flood risk	+	Green infrastructure helps to slow surface water run-off, and thus reduces flood risk.	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	The policy requires the best practice management of blue infrastructure across the borough, which would include maintaining existing water quality and improving it where possible.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Green infrastructure helps to regulate air quality and reduce the impact of noise pollution.	N/A
15 - To protect and enhance landscape character	+	Blue and green infrastructure plays an important role in the landscape character of the borough, and this policy aims to preserve and enhance it.	N/A
16 - To conserve and enhance biodiversity	+	The policy calls for biodiversity to be enhanced and incorporated into new developments.	N/A

<b>NHE5 - Development within the Green Belt</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The policy will preserve the existing setting of heritage assets located in the green belt.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A

5 - To make the best use of previously developed land and existing buildings	++	By providing restrictions on new development in the green belt, the policy encourages development to be located in existing urban areas where more land is likely to be previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	By restricting development in the green belt, this policy will maintain landscape character in the borough.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>NHE6 - Reuse and Adaptation of Buildings in the Green Belt and the Rural Surrounds of Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy restricts the conversion of rural buildings to residential uses except in specific circumstances. However, this is not considered to negatively affect this objective, as the amount of housing produced from such conversions would be very limited under any circumstances, and the location of such conversions would not be appropriate to the housing needs of most of the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The policy requires conversions in rural areas to maintain the character of existing buildings and ensure no damage is done to historic assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	++	This policy encourages the reuse and adaptation of previously developed land in the greenbelt and Rural Surrounds of Horley.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	This policy supports the reuse of industrial or agricultural buildings in rural areas for the same use or for other uses that will contribute the rural economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	By supporting uses that contribute to the rural economy, this policy may provide some appropriate employment uses in the countryside.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A

9 - To use natural resources prudently	+	The reuse of existing buildings is a sustainable use of the natural resources embedded within them.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy requires conversions within rural areas to maintain the landscape character and openness of the greenbelt or rural surrounds of Horley.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>NHE7 - Rural Surrounds of Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The Rural Surrounds of Horley contain some heritage assets that will be protected by this policy.	N/A
4 - To reduce the need to travel, encourage sustainable transport	0	This policy will not affect this objective.	N/A

options, and improve accessibility to all services and facilities			
5 - To make the best use of previously developed land and existing buildings	+	By restricting development in the Rural Surrounds of Horley, this policy helps to concentrate development on previously developed land within the urban area of Horley.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	This policy provides strong protection for the rural landscape of the Rural Surrounds of Horley.	N/A
16 - To conserve and enhance biodiversity	+	The policy specifically requires the nature conservation value of the area to be maintained, and restricting development in this area will help to protect the biodiversity that exists within it.	N/A

<b>NHE8 - Horse Keeping and Equestrian Development</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	The policy supports new equestrian development, which could provide some benefits to the rural economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	The policy supports new equestrian development, which will provide some employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy aims to ensure that new equestrian developments do not have a negative impact on the landscape character of the borough.	
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>NHE9 - Heritage Assets</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	++	The policy strongly protects heritage assets in the borough.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	+	The policy encourages the re-use of heritage assets that are currently vacant.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources	0	This policy will not affect this	N/A

prudently		objective.	
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	Historic parks and gardens, along with other heritage assets, are an important part of the townscape character and landscape character of the borough, and this policy protects them.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>GTT1 - Gypsy, Traveller and Travelling Showperson Accommodation</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This policy provides for the housing needs of a particular part of the population.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A

5 - To make the best use of previously developed land and existing buildings	-	The sites allocated are all within the green belt, so this policy does not generally encourage the use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>CEM1 - Cemetery and Crematorium Provision</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	The policy requires new cemetery or crematorium developments to not be located in areas of high water tables or groundwater protection zones, to ensure water quality is protected.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	The policy requires contaminated sites to be remediated before development takes place.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	The policy requires developments not to have a negative impact on surrounding amenity through air or noise pollution.	N/A
15 - To protect and enhance landscape character	+	The policy requires developments not to have a negative impact on local landscape character.	N/A

16 - To conserve and enhance biodiversity	+	The policy requires developments not to have a negative impact on biodiversity resources.	N/A
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INF1 - Infrastructure			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The delivery of appropriate infrastructure is a vital part of delivering new housing, and this policy enables that infrastructure to be delivered.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	Infrastructure includes health facilities, community facilities that bring people together, and sport and recreation facilities, all of which contribute to health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By providing health, community, education, and sport and recreation facilities in new developments, this policy will reduce the need to travel.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	+	Infrastructure includes flood defence facilities, which will become more necessary if	N/A

		flooding increases due to climate change.	
11 - To reduce flood risk	+	Infrastructure includes flood defence facilities.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>INF2 - Community Facilities</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	By encouraging the continued provision of community facilities, this policy will reduce the need for residents to travel further away to access these services.	N/A
5 - To make the best use of previously developed land and existing buildings	+	The policy encourages buildings that are currently used for community facilities to continue to be used for those purposes.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	The policy encourages the viability of town and local centres by encouraging the retention of community facilities that bring visitors to these areas.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>INF3 - Electronic Communication Networks</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This policy will not affect this objective.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	Improved telecommunications infrastructure can reduce the need to travel somewhat, especially for business reasons.	N/A
5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Access to superfast broadband is helpful for businesses, including businesses run from people's homes.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	If this policy reduces the need to travel, it will also have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	The policy acknowledges the need for telecommunications infrastructure to minimise its impact on landscape and townscape character.	N/A

16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A
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<b>MLS1 - Phasing of Urban Extension Sites</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This policy helps to phase the release of urban extension sites, allowing for suitable housing land to be developed as and when required in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A
5 - To make the best use of previously developed land and existing buildings	+	By not immediately releasing all allocated urban extensions sites, the policy encourages the full use of brownfield land first, only releasing previously undeveloped sites as and when needed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	+	By not immediately releasing all allocated urban extension sites, the policy allows for more careful management of the landscape impacts of large additional housing developments.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

<b>MLS2 - Safeguarded Land for Development Beyond the Plan Period</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	The policy provides for land to be safeguarded for potential use as housing in the next plan period. However, while this may have a positive impact on this objective in the future, this is currently uncertain, so the current impact is neutral.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This policy will not affect this objective.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This policy will not affect this objective.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	This policy will not affect this objective.	N/A

5 - To make the best use of previously developed land and existing buildings	0	This policy will not affect this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	This policy will not affect this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	This policy will not affect this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This policy will not affect this objective.	N/A
9 - To use natural resources prudently	0	This policy will not affect this objective.	N/A
10 - To adapt to the changing climate	0	This policy will not affect this objective.	N/A
11 - To reduce flood risk	0	This policy will not affect this objective.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This policy will not affect this objective.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This policy will not affect this objective.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This policy will not affect this objective.	N/A
15 - To protect and enhance landscape character	0	This policy will not affect this objective.	N/A
16 - To conserve and enhance biodiversity	0	This policy will not affect this objective.	N/A

## Appendix I – DMP Urban Site Allocation Assessments

136-168 High Street, Banstead			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 40 homes. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a medium-sized park and a number of sports courts directly to the south of the site, encouraging access to sport and recreation facilities. There are a number of clinics and pharmacies within easy reach of the site. This site would have a very positive impact on health and wellbeing.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a single locally listed building just to the east of the site, separated from it by one other building. There is also an Area of High Archaeological Potential and a Conservation Area slightly to the east of the site, although both are well separated by other buildings.	Development should be designed to ensure there is no impact on listed buildings, or the conservation area.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is very conveniently located in the town centre of Banstead, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, although the town's train station is some distance from the town centre, and services do not run very often. Overall, however, this site should have a positive impact on accessibility of services and reduction of the need to travel.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed with shops and houses, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre, as well as providing additional retail space.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the redevelopment is expected to provide up to 1,500sqm of leisure, retail, or community uses which would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

		carbon economy.	
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia' of medium-low sensitivity to change. The green belt begins close to the south of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside.	Development should be sensitively designed to respect the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>The Horseshoe, Banstead</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site may provide some housing to enable the redevelopment of the site, but the primary focus is on community and public services. Consequently, this site is unlikely to have much effect on housing in the borough.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	++	The site contains some public open space which is expected to be retained, and may be made more accessible through redevelopment. The site may also be used to provide healthcare services and improve existing healthcare services. The northern part of the Horseshoe road is a public right of way which should be retained.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two locally listed buildings within the Horseshoe area, although neither of them are within the specific areas currently considered for redevelopment. The leafy character of the area means redevelopment can probably take place without undue impact on these assets.	Development should be designed to ensure there is no impact on listed buildings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is accessibly located at Banstead town centre and would be easily accessible by bus and, to a lesser extent, train (Banstead station is some distance from the town centre and does not have frequent services). Redevelopment on this site would increase accessibility to services for local residents.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed with community facilities, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and possibly providing some additional	N/A

		housing.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site may pull in more people from the surrounding areas to Banstead town centre to use the services provided here, providing some support for local businesses.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the improved community facilities would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to

			provide shade and cooling.
11 - To reduce flood risk	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination concerns with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character. The Townscape Character Assessment identified this area as separate in character from the rest of Banstead town, mostly of 1960s-70s provenance, and of low sensitivity to change due to the amount of car parking on the site at present, and also notes the parkland setting of the site. The green belt is	Development should be sensitively designed to respect the townscape character, and the proximity to the urban-rural fringe.

		adjacent to the western edge of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Banstead Community Centre</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 15 homes. This site would have a positive impact on housing in the borough, considering the site currently has no housing.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a medium-sized park and a number of sports courts directly to the west of the site, encouraging access to sport and recreation facilities. There are a number of clinics and pharmacies within easy reach of the site. This site would have a very positive impact on health and wellbeing. There is a public right of way along the south and west of the site that should be retained.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities. Public rights of way should be retained.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site is within a Conservation Area, partially within an Area of High Archaeological Potential, and directly adjacent to a Grade II listed building and curtilage. Redevelopment on this site would need to be very sensitive to the requirements of these heritage assets, and this may restrain the possibilities of development somewhat.	Development should be designed to ensure there is no impact on listed buildings, or the conservation area. The area of High Archaeological Potential should be fully explored before any development takes place on that part of the site.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is very conveniently located in the town centre of Banstead, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, although the town's train station is some distance from the town centre, and services do not run very often. Overall, however, this site should have a positive impact on accessibility of services and reduction of the need to travel.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed with community facilities, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and providing some additional housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site may pull in more people from the surrounding areas to Banstead town centre to use the services provided here, providing some	N/A

		support for local businesses. Additional housing on the site would help support retail in Banstead.	
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the improved community facilities would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to

			manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination concerns with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia' of medium-low sensitivity to change. The green belt begins close to the southwest of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside.	Development should be sensitively designed to respect the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There is a group of TPOs on the southern boundary of the site.	Trees with TPOs should be retained.

<b>Land at Wellesford Close, Banstead</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 15 homes. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the town centre of Banstead, which potentially encourages additional car use rather than walking and cycling to services. GP services are also some distance away from the site. However, there is a recreation ground close to the site, encouraging access to sport and recreation facilities. Overall, the site is unlikely to have a positive impact on health and wellbeing.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the nearest town centre and a considerable distance from a train station (Banstead) that only has limited services, although buses do pass the site. The distance from services and transport options mean this site is likely to encourage the need to travel and the use of cars to do so.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing	-	The site is not previously developed, and was at one point used as allotments. With other urban sites available, this	N/A

buildings		could be seen as a bad way of achieving this objective.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre to a small extent.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not sustainably located in a way that will reduce car travel, and the increase in car use will have a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff;

			and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination concerns with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints, although it is fairly close to a busy A road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia'. The green belt begins adjacent to the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside. This area of green belt is also part of the Area of Great Landscape Value, and development must ensure it does not have a negative impact on this	Development should be sensitively designed to respect the townscape character, and the proximity to the urban-rural fringe, and should consider views into and out of the AGLV.

		designation.	
16 - To conserve and enhance biodiversity	0	There are groups of trees with TPOs on the east, south, and west boundaries of the site.	Trees with TPOs should be retained.

<b>Land at Kingswood Station</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 35 homes. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is well located in a local centre and next to a train station, although one with infrequent services. There is a lot of open space in the area, but it is not necessarily publically accessible. Although there are some services in the local centre, they are somewhat limited, which may increase the use of cars to visit services and facilities elsewhere.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	There is a locally listed building (the train station) and a conservation area directly adjacent to the site. However, as the site is currently in industrial and warehousing use, redevelopment offers a very clear opportunity to	Development should be designed to improve the setting of the listed building and the conservation area.

		actually improve the setting of these assets.	
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located in a local centre and next to a train station, but services are infrequent and have limited destinations, and bus services pass some distance away from the site. The services available in the local centre are also somewhat limited. While the site is not likely to lead to a drastic increase in car use, it is also not likely to reduce car use or make services notably more accessible than at present.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	++	The site is currently in industrial and warehousing use, and redevelopment here would be a very good use of land that is close to a station and adjacent to a conservation area.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be likely to support retail in the local centre, although it would include the removal of existing employment uses, which may have an impact on economic growth in the local area.	Consideration can be given to maintaining some employment uses on site, or (more realistically, as the current employment sites are too noisy to mix with residential) another site could be found for the current employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this may be counterbalanced by the loss of existing employment uses on the site, possibly removing job opportunities for people in the local area unless another site is found for them.	Consideration can be given to maintaining some employment uses on site, or (more realistically, as the current employment sites are too noisy to mix with residential) another site could be found for the current employment uses.

8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The site is unlikely to have a significant impact on the move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	Almost the entire site is at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Almost the entire site is at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A

water			
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Redevelopment on this site is likely to reduce noise and air pollution in the area by replacing industrial uses with residential. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia'. The site is close to a Residential Area of Special Character, but this is on the other side of the railway line, so development on this site is unlikely to have a strong impact. The green belt begins close to the west of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside. As the site is currently an industrial and warehouse use, development here presents the opportunity to	Development should be sensitively designed to respect the townscape character, and the proximity to the urban-rural fringe.

		improve the townscape character.	
16 - To conserve and enhance biodiversity	0	There is a group of TPOs adjacent to the northwestern edge of the site which should be protected.	Trees with TPOs should be retained.

<b>Legal and General, Kingswood</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	?	At the time of undertaking the appraisal, the potential capacity of the site is unclear.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is located close to the local centre of Kingswood, but a long way from any town centres, and may encourage car use rather than walking and cycling to reach the majority of services. The site currently contains a recreation ground, and the loss of this to development could have a negative impact on access to sports and recreation, although there is an area of common land to the southwest of the site. Overall, this site is likely to have a negative impact on	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Additional public open space or play facilities should be provided.

		health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located close to a local centre and train station, but services are infrequent and have limited destinations, and bus services pass some distance away from the site. The services available in the local centre are also somewhat limited. While the site is not likely to lead to a drastic increase in car use, it is also not likely to reduce car use or make services notably more accessible than at present.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is currently in office use, but is not located within an employment area, so redevelopment for housing may be seen as a reasonably good use of land that is close to a station. However, this must be balanced against the significant amount of employment space that would be lost.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be likely to support retail in the local centre, although it would include the removal of existing employment uses, which may have an impact on economic growth in the local area.	Consideration can be given to maintaining some employment uses on site, or another site could be found for the current employment uses.
7 - To provide for employment opportunities to meet the needs of	0	Redevelopment would provide short-term construction opportunities, but this may be	Consideration can be given to maintaining some employment uses on site, or another site

the local economy		counterbalanced by the loss of existing employment uses on the site.	could be found for the current employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The site is unlikely to have a significant impact on the move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	Only very small amounts of the site are at risk of surface flooding, and none of the site is within flood zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	Only very small amounts of the site are at risk of surface flooding, and none of the site is within flood zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is close to an area that is considered highly sensitive to groundwater contamination, so care must be taken to ensure this situation is not worsened.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia'. The site is close to a Residential Area of Special Character and a conservation area, but these are far enough away that development on the site is unlikely to strongly impact them. The site is within the green belt, and partially within the Area of Great Landscape Value - while redevelopment of the existing building is unlikely to make much of an impact, any additional development in the grounds would have a strong impact on the local	Development should be sensitively designed to respect the townscape character, the AGLV, and the location within the green belt.

		landscape character, and development here should be careful not to impact too strongly on the appearance of the town from the countryside.	
16 - To conserve and enhance biodiversity	0	There is a group of TPOs and two individual TPOs on the site.	Trees with TPOs should be retained.

<b>Former City Gate Mini, 90 The Avenue, Tadworth</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 10 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well located in a local centre and next to a train station, although one with infrequent services. Banstead Heath is fairly close to the site, providing access to open space and recreation opportunities. Although there are some services in the local centre, they are somewhat limited, which may increase the use of cars to visit services and facilities elsewhere. Overall, however, the effect of this site on health and wellbeing should be somewhat positive.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	There is a locally listed building adjacent to the site. However, as the site is currently in use for commercial/industrial use, redevelopment offers a possibility of actually improving the setting of these assets.	Development should be designed to improve the setting of the listed building and the conservation area.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located in a local centre and next to a train station, but services are infrequent and have limited destinations. Bus services also pass close to the site . The services available in the local centre are also somewhat limited. While the site is not likely to lead to a drastic increase in car use, it is also not likely to reduce car use or make services notably more accessible than at present.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is currently in use as a tyre centre, and redevelopment here could potentially be seen as a good use of land that is close to a station; however, this must be balanced by the loss of potential commercial space in a local centre.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be likely to support retail in the local centre, although it would include the removal of existing employment uses, which may have an impact on economic growth in the local area.	Consideration can be given to maintaining some employment uses on site, or (more realistically, as the current employment sites are too noisy to mix with residential) another site could be found for the current employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this may be counterbalanced by the loss of existing employment uses on the site, possibly removing job opportunities for people in the local area unless another site is found for them.	Consideration can be given to maintaining some employment uses on site, or (more realistically, as the current employment sites are too noisy to mix with residential) another site could be found for the current employment uses.

8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The site is unlikely to have a significant impact on the move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to	Groundwater protection measures may be required.

maintain an adequate supply of water		contamination, but the site is unlikely to have a strong impact on water quality or supply.	
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Redevelopment on this site is likely to reduce noise and air pollution in the area by replacing a car-based commercial use with residential. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia'. As the site is currently a garage, redevelopment offers the opportunity to improve the townscape character of the area.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Laboratory Site, Pitwood Park Industrial Estate, Tadworth</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 23 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	-	The site is located some distance from local centres or railway stations, and there is only a small amount of publically accessible open space near the site. Although GP services are easily accessible, residents on this site are likely to be reliant on cars rather than walking or cycling, and this will have a negative impact on health and wellbeing.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is located a long distance from a train station or local centre, although one bus service does pass the site. The distance from services and transport facilities is likely to increase the need to travel and the use of cars to do so.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently in use as an industrial laboratory in an employment area, and the loss of this employment land could be seen as a bad use of previously developed land, especially considering the close proximity to other industrial uses.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	-	The removal of industrial employment on this site may negatively affect the local economy while providing little boost to retail due to the distance from town centres.	Consideration can be given to maintaining some employment uses on site, or (more realistically, as the current employment sites are too noisy to mix with residential) another site could be found for the current employment

			uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this may be counterbalanced by the loss of existing employment uses on the site, possibly removing job opportunities for people in the local area unless another site is found for them.	Consideration can be given to maintaining some employment uses on site, or (more realistically, as the current employment sites are too noisy to mix with residential) another site could be found for the current employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Housing development on this site is likely to increase car use, having a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site may contain some contamination due to its current industrial use, and this would need to be cleaned up before development could go ahead, reducing the overall amount of contamination across the borough.	Contamination on the site should be remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is adjacent to a railway line and to the remainder of the industrial employment site, both of which may present noise amenity issues to residents of a new development on this site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated. Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not mention this area in detail, but colour codes it as an area of '1930s-50s suburbia'. The site is	Development should be sensitively designed to respect the townscape character.

		currently well-hidden from the surrounding residential area, and redevelopment for housing is unlikely to have a strong impact on townscape character.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Banstead Football Club, Merland Rise, Epsom, Tadworth</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is located between the local centres of Tattenham Corner and Tadworth, but is some distance from both, which may lead to an increase in car use. However, development on this site would contribute to the improvement of the surrounding open space and the leisure and recreation facilities it contains, which provides wide health benefits to local residents.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is located between two local centres and train stations, and bus services pass close to the site, but services are infrequent and have limited destinations. The services available in the local centre are also somewhat limited. Because of this, the site is likely to lead to an increase in the need to travel and to use cars to access services and facilities.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently used as a car park for the football club, and development here would be a good way to provide additional housing, assuming that suitable football club parking can be provided without impacting on the adjacent open space.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the local centres.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The location of the site is likely to increase car travel, and will therefore have a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is within flood zones 3 or 3, or areas of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is within flood zones 3 or 3, or areas of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues on this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential	A construction statement could be used to set out how construction impacts will be mitigated.

		properties.	
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not specify the character of this area of Epsom, but the area is primarily residential. As the site is currently a car park, redevelopment offers the opportunity to improve the townscape of the area.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Church of Epiphany, Merstham</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is close to a local centre in Merstham, and is a walkable distance from a train station and a main road with multiple bus services, encouraging walking and cycling to services rather than car use. There is a large amount of open space in Merstham, which is easily accessible from this site, encouraging access to open space, exercise, and play. GP services are easy to access. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located near a local centre, train station, and bus services, providing reasonably easy access to a range of services, facilities, and shopping options. This site should have a fairly positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site has previously been used as a church but is currently vacant. Redevelopment on this site would provide an opportunity to contribute to housing need in the area while reusing currently vacant land. However, it would lead to the loss of a religious building for its original use, and consideration should be given to the need for such facilities in the area.	Consideration should be given to the need for religious facilities in the area and across the borough, and whether such uses can be relocated elsewhere.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the local centre to a small extent.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian

		attempts to move to a low carbon economy.	facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	Most of the site is at risk of surface flooding, although none of it falls within flood zones 2 and 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Most of the site is at risk of surface flooding, although none of it falls within flood zones 2 and 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination concerns with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be	A construction statement could be used to set out how construction impacts will

are reduced		taken during construction to avoid light or noise pollution impacts on nearby residential properties.	be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Assessment puts this site on the border between the residential, shopping, and community development area of Merstham, and an area of post-war red brick estates. Both of these areas are considered of low sensitivity to change, and a new development on this site would be unlikely to have a significant impact on the townscape.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Bellway House, Merstham</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	0	The site is well located near a local centre and next to a train station, and bus services also pass by closely, reducing the need for car use. There is a lot of open space in the Merstham area, but it is generally on the other side of the railway tracks. The site is also very close to a motorway and a busy main road, and the air quality problems this causes may have some impacts on health.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Part of the site is within a Conservation Area, and part is within an Area of High Archaeological Potential. However, redevelopment may be able to improve the character of the Conservation Area, so this is not necessarily a constraint.	Development should be designed to ensure there is no impact on the conservation area. The area of High Archaeological Potential should be fully explored before any development takes place on that part of the site.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is located near a local centre and next to a train station, with bus services also passing by closely. The services available in the local centre are somewhat limited, but the larger town of Redhill is easily accessible using public transport. Overall, the site is likely to encourage the use of sustainable transport options.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently used for offices. However, the location so close to a transport hub means that redevelopment for housing could be seen as a good use of previously developed land, as long as the need for	N/A

		employment land in the area is considered.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would provide some support to existing retail in the area, although this must be balanced against the loss of employment land.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this is balanced against the loss of current employment uses on the site.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located near a local centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	The northern part of the site is partially within flood zones 2 and 3, and contains a larger area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	0	The northern part of the site is partially within flood zones 2 and 3, and contains a larger area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The southwestern part of the site is within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The site is very close to both the A23 and the M25, which may cause some problems regarding noise and air pollution for residents of a development on this site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	+	<p>The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The surrounding area is a Conservation Area, and a small part of the site falls within this designation, so development should be particularly careful to maintain a respectful relationship to the existing townscape, with reference to the draft Conservation Area Character Appraisal. The site is also adjacent to the Area of Great Landscape Value. The Townscape Character Assessment notes that this part of the AGLV has been judged to share few characteristics with the Area of Outstanding Natural Beauty, and it is likely to be significantly less sensitive to change due to encompassing the M25 motorway - but development on this site should still take care not to unduly effect the character of the AGLV. However, as much of the site currently consists of hard standing and a storage depot, there are clear opportunities here to create a development that would be more respectful of the townscape and landscape of the surrounding area.</p>	<p>Development should be sensitively designed to respect and improve the townscape character and the character of the conservation area, and to ensure that there is no negative impact on the character of the AGLV.</p>
16 - To conserve and enhance biodiversity	0	<p>There are no biodiversity constraints on the site.</p>	<p>N/A</p>

<b>Former Oakley Centre, Merstham</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is close to a local centre in Merstham, and reasonably close to a train station and a main road with multiple bus services. There is a large amount of open space in Merstham, which is easily accessible from this site, encouraging access to open space, exercise, and play. GP services are easy to access. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The Oakley Centre itself is a locally listed building, and this site offers the opportunity to bring a currently vacant heritage asset into active use again.	The locally listed building should be carefully preserved during redevelopment.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is fairly close to a local centre, train station, and bus services, providing reasonably easy access to a range of services, facilities, and shopping options. This site should have a fairly positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	++	The site has previously been used as a youth centre but is currently vacant. Redevelopment on this site would provide an opportunity to increase	N/A

		access to housing and protecting a heritage asset at risk of neglect.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the local centre to a small extent.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate, along with

			design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond to the east of the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is partially in an urban area and partially within the green belt. Development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies the surrounding area as post-war red brick estates of low sensitivity to change. Redevelopment on this site should not have a strong impact on townscape character, as the external appearance of the locally listed building will need to be	Development should be sensitively designed to respect the townscape character and the proximity to the green belt.

		maintained. Any additional development on the site will need to be sensitively related to both the listed building and the green belt area that makes up the eastern portion of the site.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Merstham Library</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is close to a local centre in Merstham, and is a walkable distance from a train station and a main road with multiple bus services, encouraging walking and cycling to services rather than car use. There is a large amount of open space in Merstham, which is easily accessible from this site, encouraging access to open space, exercise, and play. GP services are easy to access. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a County Site of Archaeological Importance and Scheduled Monument directly to the west of the site, although this should not be affected by development.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located near a local centre, train station, and bus services, providing reasonably easy access to a range of services, facilities, and shopping options. This site should have a fairly positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	++	The site is currently used as a library, but new premises for the library are currently being developed as part of regeneration work. This will leave the site vacant, and using it for housing and community uses would be a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the local centre to a small extent.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and community uses on the site after development may provide some longer term employment.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should

		water and energy. This applies equally to all sites.	be encouraged in new developments.
10 - To adapt to the changing climate	-	The western part of the site is partially within flood zones 2 and 3, and in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	The western part of the site is partially within flood zones 2 and 3, and in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination concerns with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Assessment notes that this site is an area of community facilities of medium-low sensitivity to change, and a new development on this site would be unlikely to have a significant impact on the townscape. The green belt begins immediately to the west of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside.	Development should be sensitively designed to respect the townscape character and the proximity to the green belt.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Belfry, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	The capacity of this site for housing is unclear at this point, due to technical challenges relating to its ongoing use as a shopping centre, and the uncertainty surrounding its availability for such a use.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the north of the site, and reasonably easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		facilities. The nearest GP services are also quite accessible. Overall, this site would have a very positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a conservation area and a locally listed building adjacent to the site to the northeast. However, as redevelopment would most likely retain or improve the current building, it is unlikely to have a negative impact on these heritage assets.	Development should be designed to improve the setting of the listed buildings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a shopping centre, and redevelopment on this site would likely retain this use while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	Almost the entire site is located within flood zone 2, and a significant proportion of the site is also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	Almost the entire site is located within flood zone 2, and a significant proportion of the site is also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is partially within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The site is also directly adjacent to the busy A25 road, and very close to the A23 road. There is a potential risk that the concentration of leisure uses near to the site could cause noise amenity problems for residents of a new development particularly in the evening.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as part of the High Street area, and of medium sensitivity to change. The High Street is noted to have a sometimes uncomplementary mix of architecture, and redevelopment on this site should be careful not to further this impression and to relate sensitively to the High Street conservation area.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Berkeley House, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 25 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the north of the town centre, and easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. The nearest GP services are also quite accessible. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	-	The land is currently developed as offices, and redevelopment provides some opportunity to increase access to housing. However, there is currently no proposal to retain any employment uses, which raises questions over whether purely residential development is the best use of previously developed land in town centre areas, where a mixed use scheme might be more appropriate.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be likely to support retail in the town centre, although it would include the removal of existing employment uses, which may have an impact on economic growth in the local area.	Consideration can be given to maintaining some employment uses on site, or another site could be found for the current employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this must be balanced against the loss of employment provision on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is partially within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The site is also directly adjacent to the busy A25 road, and very close to the A23 road.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as part of the High Street area, and of medium sensitivity to change. The High Street is noted to have a sometimes uncomplementary mix of architecture, but as redevelopment is likely to involve conversion of the existing building, this should not have an impact on the townscape character.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Brethren Meeting Room, 2 Redstone Hill, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 5 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is located between Earlswood and Redhill, in a location which is fairly walkable to both. The site is close to a large area of common land, which encourages access to physical activity and recreation. GP services are also easily accessible from this location. Overall, the site will likely have a slightly positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is close to Earlswood station, although some distance from Redhill station - however, there are trains to Redhill and beyond from Earlswood, and infrequent buses also stop close to the site. However, the distance from many services and retail options may encourage some extra amount of car travel, and the site is not likely to have a positive impact overall.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used for worship and some community uses, and the loss of these uses for a small amount of housing may not be seen as a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the local centre to a small degree.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The site is not likely to have a positive impact on reducing car use, and is therefore unlikely to have a positive impact on greenhouse gas emissions either.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	A very small amount of the site is within flood zone 2, and small amounts of the site are also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	A very small amount of the site is within flood zone 2, and small amounts of the site are also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Earlswood as consisting of Victorian/Edwardian development. Redevelopment on this site should not have a strong impact on townscape character due to the small size of the proposed development.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Brethren Meeting Room, 43 Woodlands Road, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 5 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is located near to a local centre and train station, but some distance from the nearest town centre, which may encourage car use rather than walking or cycling. However, the site is very close to a large area of common land, which encourages access to	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or

		physical activity and recreation. GP services are also easily accessible from this location. Overall, the site will likely have a slightly positive impact on health and wellbeing.	play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is close to Earlswood station, although some distance from Redhill station - however, there are trains to Redhill and beyond from Earlswood, and infrequent buses also stop close to the site. However, the distance from many services and retail options may encourage some extra amount of car travel, and the site is not likely to have a positive impact overall.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used for worship and some community uses, and the loss of these uses for a small amount of housing may not be seen as a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the local centre to a small degree.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low	0	The site is not likely to have a positive impact on reducing car use, and is therefore unlikely to have a positive	Improved public transport access could further reduce car use, and development on

carbon economy		impact on greenhouse gas emissions either.	this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall	Contamination should be investigated and remediated before development goes ahead.

		contamination in the borough.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Earlswood as consisting of Victorian/Edwardian development. The green belt also begins close to the site to the west, and the location on the urban-rural fringe should be reflected in the design. Redevelopment on this site should not have a strong impact on townscape character due to the small size of the proposed development.	Development should be sensitively designed to respect and improve the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Colebrook, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide up to 80 housing units, including housing for older people. This site would have a very positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

<p>2 - To facilitate the improved health and wellbeing of the whole population</p>	<p>++</p>	<p>The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the northwest of the site, and access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are also on the other side of town. There is a very small amount of public right of way along the northeastern edge of the site, which should be retained. Overall, this site would have a very positive impact on health and wellbeing.</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities. Public rights of way should be retained.</p>
<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p>0</p>	<p>There are no heritage constraints on the site.</p>	<p>N/A</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>++</p>	<p>The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. Redevelopment is anticipated to provide some community uses on site, further increasing access to services in the area. This site should have a very positive impact on accessibility of services and reduction of</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.</p>

		the need to travel.	
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a day care centre and garden centre, and redevelopment on this site would provide an opportunity to revitalise the town centre and improve access to community facilities while increasing access to services and housing. However, it will be important to ensure the need for day care services in the area is taken into account, and these services possibly relocated elsewhere.	Consideration should be given to the need for day care facilities in the area.
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre, and provision of community uses on the site would provide some employment.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the provision of community uses on the site would provide longer term employment options, although this is balanced against the loss of current employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	The southern part of the site is partially within flood zones 2 and 3, and in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	The southern part of the site is partially within flood zones 2 and 3, and in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site. The southern part of the site is also close to the busy A25 road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill between a 'utilitarian rail' area of low sensitivity to change, with buildings in poor condition; and an area of 1980s residential estates of medium-low sensitivity to change. Redevelopment offers an opportunity to improve the townscape character in an area close to the town centre. However, there is currently a large amount of open space on the site as well, and redevelopment may see this space reduce, potentially harming the character of the site somewhat.	Development should be sensitively designed to respect and improve the townscape character. Development should aim to retain as much existing open space as possible.
16 - To conserve and enhance biodiversity	0	There are some trees with TPOs on the western, northern, and southern edges of the site that would need to be retained.	Trees with TPOs should be retained.

16-46 Cromwell Road, Redhill			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the north of the town centre and common land to the south, and reasonably easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. GP services are reasonably easy to access. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

		positive impact on accessibility of services and reduction of the need to travel.	
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed with shops and houses, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre, as well as providing improved retail space.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and improved retail space (although it is expected to deliver no net increase in retail space, so longer term retail jobs will likely remain the same as present).	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	0	Large parts of the site are at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Large parts of the site are at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The site is also directly adjacent to the busy A25 road.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as within the High Street area, but adjacent to an area of 1960s-70s estates. These have a medium to medium-low sensitivity to change, and redevelopment here provides an opportunity to improve the townscape of the area. Being at the very edge of the High Street character area, redevelopment could be designed to represent the transition between the town centre and the residential areas beyond.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Donyngs Car Park and Indoor Bowls Centre Car park</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 40 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	+	The site is fairly well-located, close to a local centre and a reasonable distance from the town centre of Redhill, encouraging walking and cycling to services rather than car use. There is a large park to the north of the town centre, a large area of common land to the south, and the site is very close to a large leisure centre, encouraging access to sport and recreation facilities. The nearest GP services are also very close. The loss of a car park for the leisure centre may discourage some users from visiting, however. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building and area of high archaeological potential adjacent to the site.	Development should respect the setting of the listed building and ensure the area of archaeological potential is not affected by development.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is close to the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is fairly close to the site and has regular services to a wide range of destinations. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	+	The site is currently used as a car park for the leisure centre and bowls club, both of which are already quite accessible by public transport. Development on this site could therefore be seen as a good use of previously developed land, offering the possibility for additional housing near a town centre.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would possibly support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located close to a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not within a flood zone or area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating

			and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not within a flood zone or area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not refer specifically to this area. The area is fairly open for an urban site, close to playing fields and allotments, and development on the site should be careful not to alter this characteristic too much, and to respect the existing listed building. Development on this site will change the streetscape and townscape in this area, but as the site is currently a car park, there is an opportunity to improve the situation here.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are some trees with TPOs on the western boundary of the site.	Trees with TPOs should be protected.

<b>Extension to the Rear of West Central, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 5 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the northwest of the site, and reasonably easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are also on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site is adjacent to a number of locally listed buildings, a Grade II listed building, and a conservation area. As this site is merely an extension to an existing building, and to the rear of the listed buildings, there is likely to be no negative impact on these heritage assets.	Development should be designed to improve the setting of the listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land	+	The land is currently used for servicing and parking, and redevelopment on this site would provide an	N/A

and existing buildings		opportunity to revitalise the town centre while increasing access to services and housing.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with

			design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to, but not within or adjacent to, an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The concentration of leisure uses in the surrounding area may cause noise issues for residents, particularly at night. However, the location on a pedestrianised street may reduce road noise and air pollution somewhat.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area as part of Redhill High Street and of medium sensitivity to change. However, as the proposed development is	Development should be sensitively designed to respect and improve the townscape character.

		an extension to the rear of an existing building, this is likely to have little impact on the townscape.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Former Longmead Centre, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 20 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a children's playground next to the site, a large park to the north of the town centre and common land to the south, and easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. GP services are reasonably easy to access. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The Longmead Centre itself is a locally listed building, and this site offers the opportunity to bring a currently vacant heritage asset into active use again.	The locally listed building should be carefully preserved during redevelopment.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	++	The site has previously been used as an adult education centre but is currently vacant. Redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to housing and protecting a heritage asset at risk of neglect.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	The entire site is at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	The entire site is at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site. The southern part of the site is also close to the busy A25 road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as an area of 1960s-70s estates with medium-low sensitivity to change. Redevelopment on this site should not have a strong impact on townscape character, as the external appearance of the locally listed building will need to be maintained.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Former Mercedes Garage, Brighton Road, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which	+	It is estimated that this site could provide 35 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

they can afford			
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the north of the town centre, a large area of common land to the south, and easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. The nearest GP services are on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently close to the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The land is currently not in use, and has previously been used as a car showroom. As the site is currently vacant, it may be argued that redevelopment for housing is a good use of the land. However, the site is in the middle of an area of	N/A

		employment uses, surrounded by warehousing, commercial, and industrial uses, and placing housing here would seem potentially an inappropriate loss of employment land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would possibly support existing retail in the town centre, but this would be balanced against the loss of existing employment land on the site and the undermining of the integrity of an area of employment uses.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this must be balanced against the loss of employment provision on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located close to a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	Almost the entire site is located within flood zone 2, and a significant proportion of the site is also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should

			encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	Almost the entire site is located within flood zone 2, and a significant proportion of the site is also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is directly adjacent to an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The site is also directly adjacent to the busy A23 road and a busy railway line. The proximity to industrial, commercial and warehouse uses may also cause noise and air quality amenity issues for residents of a development on this site.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as a business/commercial area of low sensitivity to change and with buildings of a utilitarian character. The site is separated from the town centre by railways, and development here is unlikely to have a negative impact on the town centre. However, redevelopment also offers little opportunity to improve the townscape character of this area, as the single housing development in an area of industrial uses would seem incongruous.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Former Territorial Army Site, Linkfield House, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 25 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is fairly well-located, close to a local centre and a reasonable distance from the town centre of Redhill, encouraging walking and cycling to services rather than car use. There is a large park to the north of the town centre, a large area of common land to	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		the south, and the site is very close to a large leisure centre, encouraging access to sport and recreation facilities. The nearest GP services are also very close. Overall, this site would have a very positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	There is a locally listed building on the site, and the site is entirely within an area of high archaeological potential. Development on this site would likely protect the listed building by bringing it back into use.	The area of high archaeological potential should be fully explored before development takes place. The listed building should be carefully preserved during redevelopment.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is close to the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is fairly close to the site and has regular services to a wide range of destinations. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site was previously used a territorial army centre, and is currently vacant. Redevelopment on this site would be a good use of previously developed land and would bring vacant buildings back into use.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would possibly support existing retail in the town centre.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located close to a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not within a flood zone or area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not within a flood zone or area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and	0	This site is not expected to have any impact on water quality or supply.	N/A

maintain an adequate supply of water			
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not refer specifically to this area. The area is fairly open for an urban site, close to playing fields and allotments, and development on the site should be careful not to alter this characteristic too much, and to respect the existing listed building. As there is a listed building that needs to be preserved, redevelopment on this site is unlikely to affect the character of the area very much.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

Gloucester Road Car Park, Redhill			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide between 30 and 60 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a large park close to the east of the site, and easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. GP services are reasonably easy to access. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a car park, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre, as well as potentially providing additional office space and encouraging new employment uses.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the redevelopment could provide between 2,500-4,000sqm of office space, which would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	The entire site is at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface

			flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	The entire site is at risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site. The southern part of the site is also close to the busy A25 road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as an area of 1960s-70s estates with medium-low sensitivity to change. As the site is currently a car park, redevelopment offers an opportunity to improve the townscape character in an area close to the town centre.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Grosvenor House, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide between 100 and 120 housing units. This site would have a very positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. There is a large park adjacent to the site, and reasonably easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are also on the other side of town. Overall, this site would have a very positive	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located on the edge of the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The land is currently developed as offices, and redevelopment provides some opportunity to increase access to housing. However, there is currently no proposal to retain any employment uses, which raises questions over whether purely residential development is the best use of previously developed land in town centre areas, where a mixed use scheme might be more appropriate.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre, although this must be balanced against the loss of	N/A

		significant employment provision on the site.	
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this must be balanced against the loss of significant employment provision on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	Much of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Much of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The southern edge of the site is adjacent to an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The eastern part of the site is also directly adjacent to the busy A25 road.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as a business and commercial area of low sensitivity to change. Redevelopment aims to convert the existing building, which should not have an impact on the townscape character, although the proposal to potentially add storeys to the building may require more sensitivity.	Development should be sensitively designed to respect and improve the townscape character and prevailing building heights.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Hockley Business Centre, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is not located in a town or local centre, but is a walkable distance from both Redhill and Earlswood, somewhat encouraging walking and cycling to services rather than car use. There is a large area of common land to the west of the site, encouraging access to open space, exercise, and play. GP services are easy to access. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed engine shed in the south of the site which will need to be treated sensitively.	The locally listed building should be carefully preserved during redevelopment.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently between the town centre of Redhill and the local centre of Earlswood, and close to a main road with regular bus services, providing reasonably easy access to a range of services, facilities, and shopping options. This site should have a fairly positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	0	The site is currently used for industrial and commercial units, in an area of the borough that already contains a relatively large amount of such uses. Consequently, redevelopment could be seen as a good use of previously developed land. However, this must be balanced against the need for employment land in the area and the question of whether residential would be an appropriate use in this area.	Consideration should be given to the need for employment land in the local area and across the borough as a whole, and to the possibility of relocating existing employment uses.
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would provide some support to existing retail in the area, although this must be balanced against the loss of employment land.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this is balanced against the loss of current employment uses on the site.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Redevelopment on this site is likely to reduce noise and air pollution in the area by replacing industrial uses with residential. The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the area, which is of primarily Edwardian/Victorian developments. As the site currently consists of industrial and warehouse spaces, redevelopment here is likely to contribute to improving the residential character of the area.	Development should be sensitively designed to respect the existing character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Reading Arch Road/Brighton Road North, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide up to 100 housing units. This site would have a very positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. There is a fairly easy access to both a large park to the north of the town centre, and a large area of common land to the west of the site, and access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are also on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located next to the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as industrial, storage, and car showroom uses, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to housing. The loss of existing employment uses would be balanced by the proposed retail space.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre and would provide an additional bulky goods retail space of around 4,000sqm.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the provision of retail uses on the site would provide longer term employment options, although this is balanced against the loss of current employment uses on the site.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	Almost the entire site is located within flood zones 2 and 3, and a significant proportion of the site is also at notable risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	Almost the entire site is located within flood zones 2 and 3, and a significant proportion of the site is also at notable risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.

13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site. The site is sandwiched between the busy A23 road and two railway lines, which is likely to have some impacts on noise and air pollution for residents. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as a business/commercial area of low sensitivity to change and with buildings of a utilitarian character. The site is separated from the town centre by railways, and development here is unlikely to have a negative impact on the town centre. Redevelopment offers an opportunity to improve the townscape character of this area quite significantly.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Land Between Southbound Railway and eastbound Railway (South of Redhill Train Station)</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 20 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use, assuming access can be arranged. There is a fairly easy access to both a large park to the north of the town centre, and a large area of common land to the west of the site, and access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are also on the other side of town. Generally, the location in between three railway lines may cause a large amount of noise problems for residents, which may have a more serious impact on health and wellbeing. When these are balanced against each other, the site is not likely to have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located next to the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as railway land, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new	Sustainable construction methods that reduce natural resource use should be encouraged.

		residents will consume natural resources including water and energy. This applies equally to all sites.	High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Only small areas of the site are at risk of surface flooding, and none of the site falls within flood zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Only small areas of the site are at risk of surface flooding, and none of the site falls within flood zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	The current use as railway land means the site is likely to be contaminated. This contamination would need to be remediated before development can go ahead, which would reduce the overall level of contamination across the borough.	Contamination on the site should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	--	The site is located in the intersection between three railway lines, which is likely to have severe noise amenity issues for residents. The use of diesel trains on some of	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.

		these lines is likely to cause air pollution issues as well. This will be a difficult issue to mitigate against.	
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The site is an area which is currently railway land and would be separated from the town by railways in all directions. Development on this site will therefore be an unusual addition to the townscape, and while it is unlikely to be less appealing than the current railway land, it may also appear somewhat incongruous as an island of residential development in a heavily industrialised area.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

#### Land North of Brook Road, Redhill

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 12 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	+	The site is not located in a town or local centre, but is a walkable distance from both Redhill and Earlswood, somewhat encouraging walking and cycling to services rather than car use. There is a large area of common land to the west of the site, encouraging access to open space, exercise, and play. GP services are easy to access. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently between the town centre of Redhill and the local centre of Earlswood, and close to a main road with regular bus services, providing reasonably easy access to a range of services, facilities, and shopping options. This site should have a fairly positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is currently used for industrial and commercial units, in an area of the borough that already contains a relatively large amount of such uses. Consequently, redevelopment could be seen as a good use of previously developed land. However, this must be balanced against the need for employment land in the area and the question of whether residential would be	Consideration should be given to the need for employment land in the local area and across the borough as a whole, and to the possibility of relocating existing employment uses.

		an appropriate use in this area.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would provide some support to existing retail in the area, although this must be balanced against the loss of employment land.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this is balanced against the loss of current employment uses on the site.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	The entire site is within flood zones 2 and 3, and much of the site is at risk of surface flooding as well.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	The entire site is within flood zones 2 and 3, and much of the site is at risk of surface	Development should provide SUDS or other flood defences where

		flooding as well.	appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	Due to the current garage use on the site, there is likely to be some contamination. This will need to be remediated before development can go ahead, reducing the overall level of contamination in the borough.	Contamination on the site should be examined and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Redevelopment on this site is likely to reduce noise and air pollution in the area somewhat by replacing industrial uses with residential. However, residents of the new development would be in close proximity to other industrial uses, a railway line, and a busy road, which may cause noise and air quality problems. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated. Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the area, which is of primarily Edwardian/Victorian developments. As the site currently consists of industrial and warehouse spaces, redevelopment here	Development should be sensitively designed to respect the existing character.

		is likely to contribute to improving the residential character of the area.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

Linkfield Lane Car Park, Redhill			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 20 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is fairly well-located, very close to a local centre and a reasonable distance from the town centre of Redhill, encouraging walking and cycling to services rather than car use. There is a large park to the north of the town centre, a large area of common land to the south, and the site is very close to a large leisure centre, encouraging access to sport and recreation facilities. The nearest GP services are also very close. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building close to the site to the east, and the site is entirely within an area of high archaeological potential.	The area of high archaeological potential should be fully explored before development takes place.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is close to the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is fairly close to the site and has regular services to a wide range of destinations. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a car park, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would possibly support existing retail in the local centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located close to a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new

		applies equally to all sites.	developments.
10 - To adapt to the changing climate	++	The site is not within a flood zone or area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not within a flood zone or area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is surrounded by busy roads and close to a railway line, which may cause some noise and air quality amenity issues for residents. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated. Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not refer specifically to this area, but colour codes it as an area of '1960s-70s estates'. As the site is currently a car park, redevelopment is likely to improve the townscape character in the surrounding area.	Development should be sensitively designed to respect and improve the townscape character. Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Maple Works, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	?	At the time of undertaking the appraisal, the potential capacity of the site is unclear.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is a long distance from a train station, although it is quite close to a local centre - in general, this is likely to encourage car use rather than walking or cycling to access services. The site is located next to a sewage works, which may cause some quality of life issues for residents. There is an area of common land to the south of South Earlswood, which encourages access to recreation and leisure	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		activity. The site is close to a hospital, so access to health care is convenient. Overall, the site is likely to have a neutral impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is some distance from the nearest train station, but buses to Redhill pass the site closely and frequently, giving access to a wider range of destinations. The site is close to a local centre, but this offers only limited services. The distance from many services and retail options may encourage some extra amount of car travel, and the site is not likely to have a positive impact overall.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently in residential use, and intensification to create additional housing would be a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the local centre to a small degree.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low	0	The site is not likely to have a positive impact on reducing car use, and is therefore unlikely to have	Improved public transport access could further reduce car use, and development on this

carbon economy		a positive impact on greenhouse gas emissions either.	site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	The site is almost entirely within flood zone 3, and also has some areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is almost entirely within flood zone 3, and also has some areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small drain that runs past the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the	Contamination should be investigated and remediated before development goes ahead.

		borough.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia'. The green belt begins close to the north of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside.	Development should be sensitively designed to respect the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Marketfield Way/High Street, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide up to 150 housing units. This site would have a very positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located in a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the north of the site, and reasonably easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The site is surrounded by locally listed buildings to the west, north, and east. However, as the site is currently in use as a car park, redevelopment offers a very clear opportunity to actually improve the setting of these assets.	Development should be designed to improve the setting of the listed buildings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. The site would also provide a number of new retail and leisure services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a car park, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to	N/A

		services and housing.	
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre, as well as providing additional retail space, food and drink options, and a new cinema..	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the redevelopment is expected to provide up to 3,500sqm of retail uses, 1,200sqm of food and drink uses, and a six screen cinema, all of which would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	The entire site is located within flood zone 2, and a significant proportion of the site is also at notable risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered

			to provide shade and cooling.
11 - To reduce flood risk	--	The entire site is located within flood zone 2, and a significant proportion of the site is also at notable risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is partially within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The site is also directly adjacent to the busy A23 road, and very close to the A25 road. There is a potential risk that the concentration of leisure uses on the site could cause noise amenity problems for residents of the new development particularly in the evening.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as a business/commercial area of low sensitivity to change, and notes that the 3-5 storey buildings in this area add height and mass to the town centre and provide a strong sense of enclosure. As the site is currently a car park, it does not really contribute to this character, and redevelopment offers an opportunity to better respect the townscape character and increase the legibility and coherence of the town centre.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Quarryside Business Park, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 60 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the town centres of both Redhill and Merstham, and consequently from their train stations. Although buses pass by, the site is some distance from the main bus routes on London Road. There is a large public park fairly close by, and a medical	Improved public transport access could reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open

		centre is very close to the site. Overall, the site is unlikely to encourage much additional activity, and will have a neutral impact on health and wellbeing.	space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the town centres of both Redhill and Merstham, and consequently from their train stations. Although buses pass by, the site is some distance from the main bus routes on London Road. There are some facilities, including a grocery store, in the area already, but it is likely that residents of this site would regularly use cars to travel to the town centres to access more services.	Improved public transport access could reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently used for industrial and commercial units. The area already has a large amount of such units, most of which are on the other side of the railway tracks; while the eastern side of the railway tracks is now primarily residential. Consequently, redevelopment could be seen as a good use of previously developed land, as long as the need for employment land in the area is considered.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would provide some support to existing retail in the area, although this must be balanced against the loss of employment land.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this is balanced against the loss of current employment uses on the site.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is in a location that is likely to encourage car use among residents, and will therefore make a fairly large contribution towards greenhouse gas emissions.	Improved public transport access could reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff;

			and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A small stream passes the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	Redevelopment on this site is likely to reduce noise and air pollution in the area by replacing industrial uses with residential. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The surrounding area consists of very recent development, and a new development on this site would be very unlikely to have a significant negative impact on the townscape.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

Redhill Law Courts			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 35 housing units, combining flats and family housing. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located close to a town centre, encouraging walking and cycling to services rather than car use. There is a large area of common land to the south of the site, and access to a large leisure centre very nearby, encouraging access to sport and recreation facilities. GP services are easily accessible. There is a very small amount of public right of way along the northeastern edge of the site, which should be retained. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are a number of locally listed buildings near the site, but these are well-shielded by trees and the layout of the built environment. The Shaws Corner Conservation Area is adjacent to the site to the south and east. Redevelopment would have to be careful not to impact upon the character of the area.	Development should be designed to ensure there is no impact on the conservation area.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located near the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is reasonably close to the site and has regular services to a wide range of destinations. Redevelopment will either provide housing or a new school - if the latter, this would increase access to services in the area. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a law court, but this is due to close soon, and redevelopment on this site would provide an opportunity to increase access to services or housing. This would be a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and if a school is provided on the site this would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian

		have a positive impact on attempts to move to a low carbon economy.	facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Areas of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	This site is not expected to have any impact on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall	Contamination should be investigated and remediated before development goes ahead.

		contamination in the borough.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints, and is somewhat set back from the busy A25 road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The surrounding area is a Conservation Area, so development should be particularly careful to maintain a respectful relationship to the existing townscape, with reference to the draft Conservation Area Character Appraisal. The Law Court buildings do not detract from the Conservation Area character, but do not particularly add to it either, so redevelopment of the site offers a potential opportunity to improve the relationship between the site and the Conservation Area.	Development should be sensitively designed to respect and improve the townscape character and the character of the conservation area.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

Royal Mail Sorting Office, Redhill			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide between 80 and 120 housing units. This site would have a very positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. There is a large park to the northwest of the site, and reasonably easy access to a large leisure centre to the west of the town, encouraging access to sport and recreation facilities. However, the nearest GP services are also on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building (the train station) directly adjacent to the site, and an Area of High Archaeological Potential near the site - however, this is on the other side of the railway tracks, so development on this site is unlikely to affect it.	Development should be designed to improve the setting of the listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located in the town centre of Redhill, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is very close to the site and has regular services to a wide range of destinations. This site should have a very	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

		positive impact on accessibility of services and reduction of the need to travel.	
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a mail sorting office and associated car park, and redevelopment on this site would provide an opportunity to revitalise the town centre and diversify employment uses while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre, as well as potentially providing additional office space and encouraging new employment uses.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the redevelopment could provide up to 3,000sqm of office space, which would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new

		applies equally to all sites.	developments.
10 - To adapt to the changing climate	-	The southern part of the site is partially within flood zones 2 and 3, and in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	The southern part of the site is partially within flood zones 2 and 3, and in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Redhill Brook runs near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The southern edge of the site is adjacent to an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. The southern part of the site is also directly adjacent to the busy A25 road.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. Development should be sure not to worsen air quality within the AQMA.

15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Redhill as 'utilitarian rail', and of low sensitivity to change, with buildings in poor condition. Redevelopment offers an opportunity to improve the townscape character in an area close to the town centre.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are some trees with TPOs on the eastern edge of the site that would need to be retained.	Trees with TPOs should be retained.

<b>Albert Road North Industrial Estate, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 50 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is fairly close to the town centre of Reigate, although there is a fifteen minute walk through suburban streets to reach the train station or bus services. However, the site should overall encourage walking and cycling rather than car use. There is a recreation ground near the site, and a large park in the town centre, encouraging access to open space, exercise, and play. GP services are easy	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		to access. Overall, this site would have a positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The site is adjacent to a conservation area and a locally listed building, although both of these are well shielded from the site by trees. As the site is currently an industrial estate, redevelopment may offer the opportunity to enhance the setting of these assets rather than detract from them.	Development should aim to enhance the setting of the conservation area and locally listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located next to the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a fairly short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a light industrial employment site, and redevelopment on this site would provide an opportunity to revitalise the site while increasing access to housing. The current redevelopment proposal plans to reprovide employment space on the site.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	++	Development on this site would retain 7,500sqm of employment space, aimed primarily at small workshops and business incubators, having a potentially very positive impact on innovation and small businesses in the local economy. The additional housing will also support local retail in the town.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the re-provision of employment uses on the site would provide longer term employment options that would largely balance out the loss of existing employment uses.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	Around half of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating

			and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Around half of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints, and is somewhat set back from the busy A25 road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties. The removal of the existing light industrial uses may reduce noise in the surrounding area somewhat, but is expected to be replaced by other, similar employment uses, so this will not make much of a difference in the long	A construction statement could be used to set out how construction impacts will be mitigated.

		term.	
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as an area of Victorian and Edwardian residential and commercial development of high-medium sensitivity to change. The green belt begins directly to the west of the site, and development here should be careful not to impact too strongly on the appearance of the town from the countryside. Ultimately, as the site is currently used for light industrial purposes only, redevelopment offers an opportunity to enhance the townscape character in the area.	Development should be sensitively designed to respect and enhance the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There is a small group of TPOs along the site boundary to the southwest. The site is also adjacent to a Potential SNCI in the west, and a buffer zone may be appropriate to protect this asset.	A buffer zone may be required between development on the site and the potential SNCI. Trees with TPOs should be retained.

Alma House			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 12 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre and very close to a train station, encouraging walking and cycling to services rather than car use. GP services are also very nearby. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	A conservation area and three locally listed buildings are adjacent to the site to the northwest, and the locally listed station building is close to the site to the southwest. Redevelopment on this site should be sensitively designed to protect the setting of these heritage assets	The setting of heritage assets should be respected during redevelopment.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located on the edge of the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run near the site, and the train station is very close to the site and has regular services to Redhill and beyond. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The land is currently developed as offices, and redevelopment provides some opportunity to increase access to housing. However, there is currently no proposal to retain any employment uses, which raises questions over whether	N/A

		purely residential development is the best use of previously developed land in town centre areas, where a mixed use scheme might be more appropriate.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be likely to support existing retail in the town centre to some extent, but this is balanced against the loss of employment provision on the site.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this must be balanced against the loss of employment provision on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	A significant part of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the

			use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	A significant part of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not specify the character of this area of Reigate, but the site is next to a conservation area and redevelopment should be careful to protect the setting and character of this area. Redevelopment is likely to involve conversion the existing building, which should not have an impact on the townscape character.	Development should be sensitively designed to respect and improve the townscape character and prevailing building heights.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Land Adjacent to the Town Hall, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 25 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. There is easy access to a large park to the south of the town, encouraging exercise. GP services are also easily accessible from this site. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	--	The site is entirely within a large Area of High Archaeological Potential. The site is entirely within a Conservation Area. The site is close to an Historic Park or Garden and Scheduled Ancient Monument, and could potentially be visible from that elevated site (the Castle Grounds). The site is adjacent to a locally listed building (Site of Former Moat and Dry Fosse) and a Grade II listed building (the Town Hall itself). Overall, development on this site would need to be extremely sensitively designed to not have a negative impact on any of these heritage assets.	Development should be designed to ensure there is no impact on the conservation area, listed buildings, or historic park and garden. The area of High Archaeological Potential should be fully explored before any development takes place on that part of the site.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located within the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will re-provide up to 1,000sqm of space for retail or community uses, potentially maintaining a high level of access to services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently use as a car park. Development on this site could be seen as a good use of previously developed land, but only as long as adequate car parking for the town hall is made	N/A

		available elsewhere.	
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Development on this site would provide an additional 1,000sqm of retail in Reigate as well as supporting existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Redevelopment would provide short-term construction opportunities, and the provision of retail uses on the site would provide longer term employment options.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Reigate as a business/commercial area of medium sensitivity to change, usually well-landscaped to fit with the setting of Reigate Castle and forming an important green gateway to the northern part of the town. Redevelopment on this site is unlikely to have a significant impact on townscape character in the area, as long as the many heritage assets and	Development should be sensitively designed to respect and improve the townscape character.

		designations in the area are respected.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Land to the Rear of 45 West Street, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 15 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is fairly close to the town centre of Reigate, and a walkable distance to the train station, so the site should overall encourage walking and cycling rather than car use. There is a large park in the town centre, encouraging access to open space, exercise, and play. GP services are easy to access. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	45 West Street is a Grade II listed building, with another Grade II listed building next to it to the west. The site is within a conservation area and next to an area of high archaeological potential. Development on this site might impact on the setting of the listed buildings and the conservation area.	Development should aim to enhance the setting of the conservation area and locally listed building. Development should ensure it does not impact on the area of high archaeological potential without full exploration being undertaken first.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located next to the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a fairly short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The land is currently the rear garden to a building and is not considered to be previously developed. Because of this, development on this site could not be seen as a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	Most of the site is within flood zones 2 or 3, and many areas are also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	Most of the site is within flood zones 2 or 3, and many areas are also at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A small tributary of the River Mole runs along the boundary of the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is within an Air Quality Management Area and would need to ensure that air quality is not worsened by development on this site. Care must be taken during construction	A construction statement could be used to set out how construction impacts will be mitigated.

		to avoid light or noise pollution impacts on nearby residential properties.	
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the area. The site is within a conservation area, and development should refer to the character appraisal for the conservation area for guidance. The green belt and the Area of Great Landscape Value are both adjacent to the site to the south, and development will have to be very sensitive to views into and out of the AGLV, and to the need to provide an appropriate appearance for the urban-rural fringe.	Development should be sensitively designed to respect and enhance the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There are some individual trees with TPOs on the site.	Trees with TPOs should be retained.

<b>Land to the Rear of Retail Frontage in Bell Street</b>			
<b>Objective</b>	<b>Score</b>	<b>Comments</b>	<b>Potential Mitigation</b>
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	?	At the time of undertaking the appraisal, the potential capacity of the site is unclear.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. There is easy access to a large park to the west of the site, encouraging exercise.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing

		However, the nearest GP services are on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	--	The site is within a conservation area, an area of high archaeological potential, and a very small part of the site is within the boundaries of an historic park or garden. There are also several locally listed and Grade II listed buildings on the site, and one Grade II* listed building. Development on this site would pose a risk of altering the setting of a large number of heritage assets and designations.	Development should be designed to ensure there is no impact on the conservation area, listed buildings, or historic park/garden. The area of archaeological potential should be fully explored before development goes ahead.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located next to the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a fairly short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land currently acts as the rear area for the various buildings on Bell Street, and mostly operates as parking. The site is almost entirely formed from hard standing, and	N/A

		intensification for housing would be a good use of previously developed land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	A significant amount of the site is within flood zones 2 and 3 or in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	A significant amount of the site is within flood zones 2 and 3 or in areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to

			manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small issue running slightly to the south of the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Part of the site is within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	-	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Reigate as part of the High Street and of high sensitivity to change - development on this site would have to take place very sensitively to complement the existing Georgian and Edwardian buildings, many of which are listed, and there is a risk that the existing character could be undermined. The green belt begins at the park	Development should be sensitively designed to respect and improve the townscape and landscape character.

		which is to the southwest of the site, but as most of this site involves developing land at the back of the buildings on the other side of the road, there should be little impact on the landscape character.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Library and Pool House, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 25 housing units, combining flats and family housing. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. There is easy access to a large park to the west of the site, encouraging exercise. However, the nearest GP services are on the other side of town. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	A Conservation Area is adjacent to the site to the south, north, and east. Redevelopment would have to be careful not to impact upon the character of the area.	Development should be designed to ensure there is no impact on the conservation area.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>+</p>	<p>The site is conveniently located next to the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a fairly short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will re-provide up to 1,000sqm of space for retail or community uses, potentially maintaining a high level of access to services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The land is previously developed as a library, swimming pool, and some commercial and retail uses, and redevelopment on this site would provide an opportunity to retain the community uses while increasing access to housing. However, careful consideration would need to be given to ensure that no community facilities are lost in the redevelopment, and there is also a risk of loss of retail and employment opportunities.</p>	<p>Consideration should be given to the retention or relocation of community uses, and to the need for retail and commercial land and employment opportunities in the local area and across the borough.</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>++</p>	<p>Redevelopment on this site would be likely to support existing retail in the town centre, but this is balanced against the potential loss of some retail and commercial space.</p>	<p>N/A</p>

7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the re-provision of retail or community uses on the site would provide longer term employment options, although this is balanced against the potential loss of current employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	Around half of the site falls within flood zones 2 or 3 or within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	Around half of the site falls within flood zones 2 or 3 or within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on

			areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small issue running slightly to the south of the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Reigate as a business/commercial area of medium sensitivity to change, visually secluded by topography, and consisting of a range of styles. Redevelopment on this site is unlikely to have a significant impact on townscape character in the area.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Reigate Station Car Park</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 20 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre and very close to a train station, encouraging walking and cycling to services rather than car use. GP services are also very nearby. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The locally listed train station building is on the other side of the railway tracks, and housing on this site would be visible from the station.	Views to and from the station should be considered when designing a development on this site.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located on the edge of the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run near the site, and the train station is very close to the site and has regular services to Redhill and beyond. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is currently developed as a car park, and redevelopment for housing near to a town centre could be seen as a positive use of previously developed land, especially	N/A

		if station parking is intensified to maintain the same amount as before.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not located within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with

			design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is very close to a railway line, and this may cause some noise amenity issues for residents of new housings. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated. Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not specify the character of this area of Reigate, but it combines commercial uses with housing. As the site is currently a car park, redevelopment offers the opportunity to improve the townscape of the area.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance	0	There are two groups of trees with TPOs on the	Trees with TPOs should be retained.

biodiversity		southern boundary of the site.	
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<b>Royal Mail Delivery Office, Rushworth Road, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 12 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	++	The site is well-located next to a town centre and very close to a train station, encouraging walking and cycling to services rather than car use. GP services are also very nearby. Overall, this site would have a very positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very conveniently located on the edge of the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run near the site, and the train station is very close to the site and has regular services to Redhill and beyond. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a mail sorting office, and would provide an opportunity to revitalise the town centre while increasing access to services and housing. This would be dependent on the relocation of existing uses, however.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, although this is balanced against the loss of existing employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site does not fall within flood zones 2 or 3, although a small part of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting

			should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site does not fall within flood zones 2 or 3, although a small part of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is very close to a railway line, and this may cause some noise amenity issues for residents of new housings. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated. Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not specify the character of this area of Reigate, but it combines	Development should be sensitively designed to respect and improve the townscape character.

		commercial uses with housing. As the site is currently a utilitarian service building, redevelopment offers the opportunity to improve the townscape of the area.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>The Orchard, Bell Street, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	?	At the time of undertaking the appraisal, the potential capacity of the site is unclear.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. There is easy access to a large park to the west of the site, encouraging exercise. However, the nearest GP services are on the other side of town, and the site is currently an open space, the loss of which may affect health and wellbeing. Overall, this site would have a somewhat positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site is within a conservation area, and development on this site would likely affect the setting of the conservation area.	Development should be designed to ensure there is no impact on the conservation area.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located next to the town centre of Reigate, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a fairly short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The land is currently not developed and is an open space attached to a memorial garden and playing field. Consequently, this would probably not be seen as a good use of land while previously developed urban sites remain available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support existing retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	The site is not within flood zones 2 or 3, but the entire site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	The site is not within flood zones 2 or 3, but the entire site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small issue running slightly to the south of the site. Groundwater in the area is potentially sensitive to contamination, but the site is unlikely to have a strong impact on water quality or supply.	Groundwater protection measures may be required. Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to, but not within, an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	-	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Reigate as part of the High Street and of high sensitivity to change. The site is currently within an area of open space, and would likely have a strong impact on the character of the remaining open space, as well as leading to the loss of some open space.	Development should be sensitively designed to respect and improve the townscape and landscape character, and to have as little impact as possible on nearby open space.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Garage Block, Kingsley Grove, Woodhatch, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide 12 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is close to Earlswood Common, providing access to open space for exercise and recreation. GP services are easily accessible from the site. The site is a long distance from the nearest town centre or train station, which may	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		increase the use of cars rather than walking or cycling, but is close to a local centre that provides some services and facilities.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located close to a local centre, but is quite a distance from the nearest town centre or train station. Buses pass close to the site, but overall this site will be unlikely to reduce the need to travel or to use cars.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a garage, but is not well used by local residents, and redevelopment on this site would provide an opportunity to increase access to housing in the area.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the local centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The location of the site means it is unlikely to reduce the use of cars, and will therefore not reduce greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect

			with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	The site does not fall within flood zones 2 or 3, but almost all of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	The site does not fall within flood zones 2 or 3, but almost all of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues on this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on	A construction statement could be used to set out how construction impacts will be mitigated.

		nearby residential properties.	
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not specify the character of this area of Woodhatch, but the area is primarily residential. As the site is currently a garage block, redevelopment offers the opportunity to improve the townscape of the area.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are some individual TPOs scattered around the site.	Trees with TPOs should be protected.

<b>Lime Tree School, Alexander Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 18 homes. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is a long distance from a town centre and railway, although it is closer to the Woodhatch local centre, and will generally encourage car use rather than walking and cycling to services. GP services are quite nearby. There is a very large park fairly close to the north of the site, encouraging access to sport and recreation facilities. Overall, the site is unlikely to have a positive impact on health	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.

		and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the nearest town centre and a considerable distance from a train station, although buses pass fairly close to the site. The distance from services and transport options mean this site is likely to encourage the need to travel and the use of cars to do so.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently developed as a school, and unless this use were maintained or moved to an appropriate location, the loss of this use for housing would not be a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be likely to support retail in the local centre to a small extent, but this must be balanced against the loss of employment use.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this must be balanced against the potential loss of long term employment in the school.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not sustainably located in a way that will reduce car travel, and the increase in car use will have a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that

			connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town, which is identified by the Townscape Character Assessment as '1930s-50s suburbia'. Redevelopment on this site is unlikely to have a strong impact on townscape character, except possibly through the loss of the open space represented by the school playing fields.	Development should be sensitively designed to respect the townscape character, and should consider maintaining existing open space.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>Field on Bonehurst Road Between Cambridge Hotel and Lawson's Timber Yard, Salfords</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide up to 110 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is not located in a town or local centre, and is a long distance from Horley town centre, and located in an area with little access to public open space or health services. Being located away from	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing

		other residential areas and next to a main road, this site could have a negative impact on health and wellbeing.	additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The Cambridge Hotel is a Grade II listed building with listed curtilage, and its setting would possibly be affected by a large housing development so nearby in a currently open area.	Development should be designed sensitively to respect the setting of the listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	Although bus services pass by the site, it is a long way to a town or local centre or a train station, and development of housing on this site would almost certainly increase the need to travel and the need to use cars to do so.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	--	The site is not previously developed, and this would therefore not be a suitable way of achieving this objective.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	Redevelopment on this site would be unlikely to provide a boost to retail in the area due to the large distance from local or town centres.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not located in a sustainable manner, and would most likely increase the use of cars and have a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	A small part of the site is within flood zone 2 and also within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	A small part of the site is within flood zone 2 and also within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond and a drain on the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues with this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on the nearby caravan site.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	The site is entirely within the green belt, and also within the relatively small gap between Horley and Salfords. Development on this site would therefore have a very strong impact on the landscape of the area.	Development should be sensitively designed to respect the location on the rural-urban fringe.
16 - To conserve and enhance biodiversity	0	The site contains a number of individual and group TPOs. The site is adjacent to a Biodiversity Opportunity Area.	Trees with TPOs should be retained. Development should not have a negative impact on the BOA, and should aim to improve biodiversity within it if possible.

<b>Salfords Industrial Estate, Bonehurst Road, Salfords</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide up to 440 housing units. This site would have a very positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is located close to the local centre and train station of Salfords, and the addition of so much housing would probably require additional services and public open space to be added, encouraging walking, cycling, and access to recreation and leisure as well as health facilities.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two locally listed buildings adjacent to the site on the other side of the main road.	Development should be sensitively designed to respect the setting of locally listed buildings.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The town is close to a local centre, which would likely increase in size and the number of services offered if this much additional housing was created next to it. The site is also close to a railway station with services to Redhill, London, and Gatwick. A development on this site could be fairly compact and reduce the need to travel or use cars.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used as an industrial estate, and redevelopment for housing would see the loss of significant amounts of employment land - this may not be considered the best use of previously developed land while other urban sites exist.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	-	Redevelopment on this site would be likely to provide a significant boost to retail in the area, but this would be balanced against the loss of significant amounts of industrial employment land.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	-	Redevelopment would provide short-term construction opportunities, but this is balanced against the potential loss of significant amounts of longer term employment uses on the site.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is located close to a station and a local centre, and would be likely to encourage walking and cycling, having a positive impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	The site is not located within a flood zone, and only fairly small amounts of it are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	The site is not located within a flood zone, and only fairly small amounts of it are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are a number of small drains on the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	+	<p>Redevelopment on this site is likely to reduce noise and air pollution in the area by replacing industrial uses with residential. However, the site is sandwiched between a main road and a railway line, which may cause air quality and noise amenity problems for residents. The reduction in industrial uses is likely to be an overall positive for this objective, however. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.</p>	<p>Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site. A construction statement could be used to set out how construction impacts will be mitigated.</p>
15 - To protect and enhance landscape character	+	<p>The site is in an urban area, and the existing character of the area is industrial and utilitarian. The Townscape Character Assessment notes that the area of Salfords to the north of the industrial area is of the character '1930s-50s suburbia'. The green belt is adjacent to the site, and development on this site should be sensitively designed to respect its location on the rural-urban fringe. However, as the site is currently an industrial estate, redevelopment offers the opportunity to create a significantly more attractive streetscape and townscape in this area.</p>	<p>Development should be sensitively designed to respect the location on the rural-urban fringe.</p>
16 - To conserve and enhance biodiversity	0	<p>There are some individual and group TPOs on the site.</p>	<p>Trees with TPOs should be retained.</p>

<b>Old Philips Site on the Junction of Cross Oak Lane and the A23</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	It is estimated that this site could provide up to 60 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is not located in a town or local centre, and is a long distance from Horley town centre, and located in an area with little access to public open space or health services. Being located in an industrial estate away from other residential areas and next to a main road and a railway line, this site could have a negative impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	Although bus services pass by the site, it is a long way to a town or local centre or a train station, and development of housing on this site would almost certainly increase the need to travel and the need to use cars to do so.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently derelict. However, the site is designated as employment land and is located in an industrial estate area, meaning redevelopment as housing is unlikely to be the best possible use of this land, regardless of whether it would take the site out of dereliction.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	-	Redevelopment on this site would be unlikely to provide a boost to retail in the area due to the large distance from local or town centres, and would see the loss of some employment land.	Consideration should be given to the relocation of employment uses.
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, but this is balanced against the potential re-use of the site as employment land which would provide longer term jobs.	Consideration should be given to the relocation of employment uses.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not located in a sustainable manner, and would most likely increase the use of cars and have a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	The northern area of the site is partially within flood zones 2 and 3, and within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	-	The northern area of the site is partially within flood zones 2 and 3, and within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a drain around the boundary of the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Redevelopment on this site is likely to reduce noise and air pollution in the area by replacing industrial uses with residential. However, there are no other residential properties in the area to benefit from this improvement, and residents of a development on this site would likely suffer from air quality and noise amenity issues due to being located between a major road, an industrial estate, and a railway line.	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.

15 - To protect and enhance landscape character	0	The site is in an urban area, and the existing character of the area is industrial and utilitarian. Residential development on this site would likely seem incongruous. The green belt is adjacent to the site to the south, and development on this site should be sensitively designed to respect its location on the rural-urban fringe.	Development should be sensitively designed to respect the location on the rural-urban fringe.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>39-49 High Street, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and	0	The site is adjacent to a locally listed building.	Development should aim to respect the setting of the listed building.

their settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide up to 1,100sqm of space for further retail and community uses, potentially maintaining a high level of access to services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as retail, office and community uses, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre, as well as potentially re-providing retail and community space.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the redevelopment could provide around 1,100sqm of retail and community space, which	N/A

		would provide longer term employment options, although this would be balanced against the loss of existing employment uses from the site	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	Only a very small area of the site is at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	Only a very small area of the site is at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and	0	There are no water features on or near the site, and the site is unlikely	N/A

groundwater, and maintain an adequate supply of water		to have any effect on water quality or supply.	
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as within the High Street area, but also as being where the High Street tails off as it reaches the railway line. The architecture in the area is varied, not always complementary, and sometimes in poor condition, and the area as a whole is of medium-low sensitivity to change. Redevelopment thus offers an opportunity to improve the townscape character in an area close to the town centre.	Development should be sensitively designed to respect and improve the townscape character.

16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A
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50-66 Victoria Road, Horley			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 25 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on the site.	N/A

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>++</p>	<p>The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide up to 1,500sqm of space for further retail or leisure uses, potentially maintaining a high level of access to services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>+</p>	<p>The land is previously developed as retail and commercial units, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to housing. It is anticipated that some retail provision would be kept, or possibly replaced by leisure uses that would also complement a town centre location.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>++</p>	<p>Redevelopment on this site would be likely to support existing retail in the town centre, as well as potentially providing additional retail or leisure space.</p>	<p>N/A</p>

7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the redevelopment could provide around 1,500sqm of retail or leisure space, which would provide longer term employment options, although this has to be balanced against the loss of existing employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	Only very small areas of the site are at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	Only very small areas of the site are at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff;

			and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is adjacent to an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a business and commercial area of low sensitivity to change and with a strong sense of enclosure. Redevelopment on this site is unlikely to have a strong impact on the townscape character of the area.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>59-61 Brighton Road, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 20 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located next to a town centre, encouraging walking and cycling to services rather than car use. GP services are very easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building around the corner from the site, and a war memorial to the north.	Design of development should be careful not to negatively impact the war memorial and listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located next to the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a fairly short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a go-karting centre. Redevelopment on this site could provide a good opportunity to increase access to services and housing, while losing only a small amount of employment.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	Redevelopment would provide short-term construction opportunities, although this is balanced against the potential loss of existing employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site does not fall within flood zones 2 or 3, although a small part of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to

			provide shade and cooling.
11 - To reduce flood risk	++	The site does not fall within flood zones 2 or 3, although a small part of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a residential area of 1960s and 70s estates with some newer infill developments, and of a medium-low sensitivity to change. Redevelopment	Development should be sensitively designed to respect the townscape character.

		on this site is unlikely to have a strong impact on the townscape character of the area.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Albert Brewery, Balcombe Road, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 6 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located close to a town centre, encouraging walking and cycling to services rather than car use. There is a lack of publically accessible space throughout Horley. GP services are easily accessible in the town centre. Development on the site would also see the industrial estate cleaned up of any contamination. Overall, this site would likely have a slight positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains a locally listed building, and development on this site will need to relate carefully and sensitively to this heritage asset. As the locally listed building is designed for industrial uses, there is a risk that residential development around it could undermine the character.	Development should be sensitively designed to respect the listed building and its setting.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very close to Horley station and town centre, encouraging walking, cycling, and public transport use rather than car use.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is currently used for industrial employment uses, and the loss of these uses in a town centre may not be seen as a good use of previously developed land for such a small amount of housing.	Consideration should be given to the need for employment land in the local area and across the borough.
6 - To support economic growth which is inclusive, innovative, and sustainable	-	Redevelopment on this site would be likely to support retail in the town centre to a small degree, however this is balanced against the loss of employment on the site.	Consideration should be given to the need for employment land in the local area and across the borough.
7 - To provide for employment opportunities to meet the needs of the local economy	-	Redevelopment would provide short-term construction opportunities, but would lead to the loss of some long term employment uses unless these were relocated somewhere appropriate.	Consideration should be given to the need for employment land in the local area and across the borough.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is sustainably located close to a town centre and railway station, and should have a positive impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	0	The site is not within a flood zone, but significant amounts of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	The site is not within a flood zone, but significant amounts of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a drain near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	Due to its current industrial use, the site may contain some contamination. This would have to be remediated before development could go ahead, reducing the overall level of contamination in the borough.	Contamination should be remediated before development begins.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Development on this site would likely reduce noise issues somewhat in the local area by turning an industrial use into a residential one. However, residents of the new development would be close to a busy railway line, which may cause some noise amenity	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.

		issues, and would also be close to the remaining industrial area to the north and east of the site, and possibly to the west as well if this site was developed without the Bridge Industrial Estate site also being developed.	
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as an area of utilitarian rail-related buildings in poor condition and of low sensitivity to change, but with some recent residential infill and listed buildings of higher sensitivity. Redevelopment on this site therefore offers the potential to improve the streetscape and townscape of the area, providing architecture that is complimentary to the existing residential infills and the listed building.	Development should be sensitively designed to respect and improve the townscape character, and to respect the setting of the listed building.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Brethren Meeting Room, Whitmore Way, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 15 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	0	The site is located on the very edge of the urban area of Horley, and is not likely to encourage walking or cycling rather than car use. There is also a lack of publically accessible open space in the area, reducing access to physical activity opportunities, although the site is close to the leisure centre. GP services are closer to the centre of town. Overall, the site is not likely to have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is a long way from Horley town centre or train station, and although buses to Redhill pass fairly close to the site, this site is likely to lead to increased car use to access services and retail.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used for worship and some community uses, and the loss of these uses for a small amount of housing may not be seen as a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre to a small degree.	N/A
7 - To provide for employment opportunities to meet the needs of	+	Redevelopment would provide short-term construction opportunities.	N/A

the local economy			
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not located in a sustainable area, and is likely to increase car use and have a negative impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	Almost the entire site is located within flood zone 3, as well as containing areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	Almost the entire site is located within flood zone 3, as well as containing areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are two drains near the site, and the River Mole is also close to the edge of the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.

13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not specifically refer to this area of Horley. Redevelopment on this site should not have a strong impact on townscape character due to the small size of the proposed development in an area that is already predominantly residential. The green belt begins slightly to the south of the site, and development here should respect the location on the urban-rural fringe.	Development should be sensitively designed to respect and improve the townscape character, and the proximity to the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	The site is within the River Mole Biodiversity Opportunity Area, and should therefore be extremely careful not damage biodiversity in the surrounding area. Ideally, development should be designed to enhance	Development should aim to improve biodiversity within the BOA, or at the very least have a completely neutral impact on it.

		biodiversity within the BOA.	
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<b>Brethren Meeting Room, The Grove, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 5 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is located very close to Horley station and town centre, encouraging walking and cycling rather than car use. However, there is a lack of publically accessible open space in the area, reducing access to physical activity opportunities. GP services are easily accessible from this location. Overall, the site will likely have a slightly positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very close to Horley station and town centre, encouraging walking, cycling, and public transport use rather than car use.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously	-	The site is currently used for worship and some community uses, and the	N/A

developed land and existing buildings		loss of these uses for a small amount of housing may not be seen as a good use of previously developed land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre to a small degree.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is sustainably located close to a town centre and railway station, and should have a positive impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not within a flood zone or an area at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to

			manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a drain near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues on this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as 'Residential 1960s-70s Estates' of medium-low sensitivity to change. Redevelopment on this site should not have a strong impact on townscape character due to the small size of the proposed development.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There is a group of trees with TPOs on the northwest boundary of the site.	Trees with TPOs should be retained.

<b>Bridge Industrial Estate, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 49 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located close to a town centre, encouraging walking and cycling to services rather than car use. There is a lack of publically accessible space throughout Horley. GP services are easily accessible in the town centre. Development on the site would also see the industrial estate cleaned up of any contamination. Overall, this site would likely have a slight positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains a locally listed building, and development on this site will need to relate carefully and sensitively to this heritage asset. As the locally listed building is designed for industrial uses, there is a risk that residential development around it could undermine the character.	Development should be sensitively designed to respect the listed building and its setting.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is very close to Horley station and town centre, encouraging walking, cycling, and public transport use rather than car use.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

5 - To make the best use of previously developed land and existing buildings	0	The site is currently used for industrial employment uses, and the loss of these uses in a town centre may not be seen as a good use of previously developed land, although this is balanced against the possibility to provide a significant amount of sustainably-located housing.	Consideration should be given to the need for employment land in the local area and across the borough.
6 - To support economic growth which is inclusive, innovative, and sustainable	-	Redevelopment on this site would be likely to support retail in the town centre to a small degree, however this is balanced against the loss of a significant amount of employment land.	Consideration should be given to the need for employment land in the local area and across the borough.
7 - To provide for employment opportunities to meet the needs of the local economy	-	Redevelopment would provide short-term construction opportunities, but would lead to the loss of a significant amount of long term employment uses unless these were relocated somewhere appropriate.	Consideration should be given to the need for employment land in the local area and across the borough.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is sustainably located close to a town centre and railway station, and should have a positive impact on greenhouse gas emissions.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	0	The site is not within a flood zone, but significant amounts of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	The site is not within a flood zone, but significant amounts of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a drain near the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	Due to its current use as an industrial estate, the site may contain some contamination. This would have to be remediated before development could go ahead, reducing the overall level of contamination in the borough.	Contamination should be remediated before development begins.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Development on this site would likely reduce noise issues somewhat in the local area by turning an industrial estate into a residential area. However, residents of the new development would be next to a busy railway line, which may cause some noise amenity issues, and	Consideration should be given to how to reduce noise and air quality problems for residents of a new development on this site.

		would also be close to the remaining industrial area to the north and east of the site.	
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as an area of utilitarian rail-related buildings in poor condition and of low sensitivity to change, but with some recent residential infill and listed buildings of higher sensitivity. Redevelopment on this site therefore offers the potential to improve the streetscape and townscape of the area, providing architecture that is complimentary to the existing residential infills and the listed building.	Development should be sensitively designed to respect and improve the townscape character, and to respect the setting of the listed building.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Central Car Park, Consort Way East, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site is adjacent to a grade II listed building.	Development should aim to respect the setting of the listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a car park, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.	N/A
6 - To support economic growth which is inclusive,	+	Redevelopment on this site would be likely to support existing retail in	N/A

innovative, and sustainable		the town centre.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Only small areas of the site are at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Only small areas of the site are at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a utilitarian rail corridor of mostly medium-poor condition and of low sensitivity to change, though with a few elements of greater sensitivity (including the listed building). As the site is currently a car park, redevelopment offers an opportunity to improve the townscape character in an area close to the town centre.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Former Chequers Hotel, Bonehurst Road, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 45 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is located some distance from a town centre, which may encourage car use rather than walking and cycling to services. The nearest GP services are some distance away. There is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. This site would not have a positive impact on health and wellbeing, although the effect is unlikely to be too negative.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	+	The hotel itself is partially a locally listed building, and this site offers the opportunity to bring a currently vacant heritage asset into active use again.	The locally listed building should be carefully preserved during redevelopment.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the town centre of Horley, and does not have easy access to services, facilities, and shopping options. Bus services run past the site, and the train station has fairly regular services and provides good access to further trains at Redhill, although it is some distance away. The distance of this site	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

		from the town centre is likely to increase the use of cars and will not increase access to services.	
5 - To make the best use of previously developed land and existing buildings	++	The site has previously been used as a hotel but is currently vacant. Redevelopment on this site would provide an opportunity to protect a heritage asset at risk of neglect while increasing access to housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to somewhat support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not sustainably located and is some distance from a town centre, and would encourage car use rather than walking and cycling. Consequently, it would have a negative impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Parts of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites

			should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Parts of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not discuss this area of Horley in any detail, but	Development should be sensitively designed to respect the townscape character.

		as the listed building will need to be retained, redevelopment on this site is unlikely to have a strong impact on the townscape character of the surrounding area.	
16 - To conserve and enhance biodiversity	0	There are two trees with TPOs on the site.	Trees with TPOs should be retained.

<b>High Street Car Park, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site is adjacent to a grade II listed building.	Development should aim to respect the setting of the listed building.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>++</p>	<p>The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide up to 1,000sqm of space for further retail uses, potentially maintaining a high level of access to services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>+</p>	<p>The land is previously developed as a car park, and redevelopment on this site would provide an opportunity to revitalise the town centre while increasing access to services and housing.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>++</p>	<p>Redevelopment on this site would be likely to support existing retail in the town centre, as well as potentially providing additional retail space.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	<p>++</p>	<p>Redevelopment would provide short-term construction opportunities, and the redevelopment could provide around 1,000sqm of retail space, which would provide longer term employment options.</p>	<p>N/A</p>

8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Only small areas of the site are at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Only small areas of the site are at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a utilitarian rail corridor of mostly medium-poor condition and of low sensitivity to change, though with a few elements of greater sensitivity (including the listed building). As the site is currently a car park, redevelopment offers an opportunity to improve the townscape character in an area close to the town centre.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Horley Library</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 35 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide some community uses, potentially maintaining a high level of access to services. However, the proposed retention of car parking for	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

		community uses can be seen as somewhat encouraging car use. This site should overall have a positive impact on accessibility of services and reduction of the need to travel.	
5 - To make the best use of previously developed land and existing buildings	0	The land is previously developed as a library. Redevelopment on this site could provide an opportunity to revitalise the town centre while increasing access to services and housing. However, this would only be a good use of previously developed land if the library services can be adequately relocated.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and if the redevelopment re-provides space for community uses there is the potential for longer term employment options, although this must be balanced against the potential loss of existing employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Only a fairly small area at the north of the site is at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Only a fairly small area at the north of the site is at some risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues on this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints.	N/A

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a business and commercial area of low sensitivity to change and with a strong sense of enclosure. Redevelopment on this site is unlikely to have a strong impact on the townscape character of the area.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Horley Police Station</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 20 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance	0	The site is adjacent to a locally listed building.	Development should aim to respect the setting of

archaeological, historic, and cultural assets and their settings			the listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. This site should have a very positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a police station, but is marked for disposal by Surrey County Council, and is therefore at risk of becoming vacant. Redevelopment on this site therefore provides an opportunity to revitalise the town centre while increasing access to housing.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use.	Improved public transport access could further reduce car use, and development on this site could consider providing improved

		Consequently, it would have a positive impact on attempts to move to a low carbon economy.	bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall	Contamination should be investigated and remediated before development goes ahead.

		contamination in the borough.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is within an Air Quality Management Area, and would need to ensure that air quality is not worsened by development on this site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Development should be sure not to worsen air quality within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	+	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as within the High Street area, where the architecture in the area is varied, not always complementary, and sometimes in poor condition, and the area as a whole is of medium-low sensitivity to change. Redevelopment thus offers an opportunity to improve the townscape character in an area close to the town centre.	Development should be sensitively designed to respect and improve the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>Hutchins Farm, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which	0	It is estimated that this site could provide up to 3 housing units. This site will not have a strong impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

they can afford			
2 - To facilitate the improved health and wellbeing of the whole population	0	Due to the small amount of housing that would be provided on this site, and the inaccessible nature of the green space currently on the site, development here is unlikely to affect health and wellbeing of the whole population.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains a Grade II listed building and two Grade II listed curtilages. Development would need to sensitively retain and protect the setting of these buildings.	The listed buildings should be carefully preserved during redevelopment.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the town centre of Horley, and does not have easy access to services, facilities, and shopping options. Bus services run past the site, and the train station has fairly regular services and provides good access to further trains at Redhill, although it is some distance away. The distance of this site from the town centre is likely to increase the use of cars and will not increase access to services.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently in residential use, and redevelopment here would only be a good use of previously developed land if it were made significantly denser. This is unlikely to be possible due to the listed nature of the buildings.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	0	The small size of redevelopment on this site means it is unlikely to have a strong impact on this objective.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The small size of redevelopment on this site means it is unlikely to have a strong impact on this objective.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not sustainably located and is some distance from a town centre, and would encourage car use rather than walking and cycling. Consequently, it would have a negative impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Parts of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Parts of the site are at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or

			surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond on the site. Beyond this, the site is not expected to have any impact on water quality or supply.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There are no known contamination issues on this site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment does not discuss this area of Horley in any detail, but notes that it consists of pre-Victorian development. As the listed buildings will need to be retained, redevelopment on this site is unlikely to have a strong impact on the townscape character of the surrounding area.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are three groups of trees with TPOs on the site in the southwestern corner. Due to their location in a corner of the site, development is unlikely to affect them strongly.	Trees with TPOs should be retained.

Telephone Exchange, Victoria Road, Horley			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 30 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide some community uses, potentially maintaining a high level of access to services. This	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.

		site should have a positive impact on accessibility of services and reduction of the need to travel.	
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a telephone exchange. Redevelopment on this site could provide an opportunity to revitalise the town centre while increasing access to services and housing, assuming the existing use can be relocated.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and if the redevelopment re-provides space for community uses there is the potential for longer term employment options, although this must be balanced against the potential loss of existing employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new

		applies equally to all sites.	developments.
10 - To adapt to the changing climate	0	Around half of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Around half of the site is at some risk of surface flooding, although none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a business and commercial area of low sensitivity to change and with a strong sense of enclosure. Redevelopment on this site is unlikely to have a strong impact on the townscape character of the area.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

### 2 Saxley Court and 117 Victoria Road, Horley

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 60 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.
3 - To conserve and enhance archaeological,	0	There are no heritage constraints on this site.	N/A

historic, and cultural assets and their settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide some community uses, potentially maintaining a high level of access to services. This site should have a positive impact on accessibility of services and reduction of the need to travel.	Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as retail space. Redevelopment on this site could provide an opportunity to revitalise the town centre while increasing access to housing, and the existing retail space should be retained.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Redevelopment on this site would be likely to support retail in the town centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the redevelopment should retain existing employment uses.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	The site is not located within flood zones 2 or 3 or within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	The site is not located within flood zones 2 or 3 or within areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a business and commercial area of low sensitivity to change and with a strong sense of enclosure. Redevelopment on this site is unlikely to have a strong impact on the townscape character of the area.	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There is a group of TPOs on the edge of the site.	Trees with TPOs should be protected.

<b>Royal Mail, 107 Victoria Road, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	It is estimated that this site could provide up to 15 housing units. This site would have a positive impact on housing in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

<p>2 - To facilitate the improved health and wellbeing of the whole population</p>	<p style="text-align: center;">+</p>	<p>The site is well-located within a town centre, encouraging walking and cycling to services rather than car use. GP services are also easily accessible from this site. However, there is a lack of publically accessible open space in Horley, and this site is likely to be too small to address this shortage. Overall, this site would have a positive impact on health and wellbeing.</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks. Some consideration could be given to providing additional public open space or play facilities.</p>
<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p style="text-align: center;">0</p>	<p>The site is across the road from a locally listed building.</p>	<p>Development should aim to respect the setting of the listed building.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p style="text-align: center;">++</p>	<p>The site is conveniently located within the town centre of Horley, providing easy access to a range of services, facilities, and shopping options. Bus services run through the town, and the train station is a very short walk from the site and has fairly regular services and provides good access to further trains at Redhill. It is anticipated that the site will provide up to 500sqm of space for further retail uses, potentially maintaining a high level of access to services. This site should have a very positive impact on accessibility of services and reduction of the need to travel.</p>	<p>Development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.</p>

5 - To make the best use of previously developed land and existing buildings	+	The land is previously developed as a mail sorting office, but Royal Mail are considering moving operations elsewhere, leaving the land free for redevelopment, and providing an opportunity to revitalise the town centre while increasing access to services and housing. This would be dependent on the relocation of existing uses, however.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Redevelopment on this site would be likely to support existing retail in the town centre, as well as potentially providing additional retail space.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Redevelopment would provide short-term construction opportunities, and the redevelopment could provide around 1,000sqm of retail space, which would provide longer term employment options, although this must be balanced against the potential loss of existing employment uses on the site.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	++	The site is very sustainably located in a town centre location, and would encourage walking, cycling, and use of public transport over car use. Consequently, it would have a positive impact on attempts to move to a low carbon economy.	Improved public transport access could further reduce car use, and development on this site could consider providing improved bicycle and pedestrian facilities that connect with existing networks.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should

		water and energy. This applies equally to all sites.	be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is unlikely to have any effect on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site has been identified as potentially contaminated, and any contamination would need to be remediated before development can take place, reducing overall contamination in the borough.	Contamination should be investigated and remediated before development goes ahead.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is close to an Air Quality Management Area, although not actually within or adjacent to it, and would need to ensure that air quality is not worsened by development on this site.	Development should be sure not to worsen air quality within the AQMA.

15 - To protect and enhance landscape character	0	The site is in an urban area, and development on this site should be designed to respect the existing character of the town. The Townscape Character Assessment identifies this area of Horley as a business and commercial area of low sensitivity to change and with a strong sense of enclosure. Redevelopment on this site is unlikely to have a strong impact on the townscape character of the area..	Development should be sensitively designed to respect the townscape character.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

## Appendix J – Sustainable Urban Extension Site Allocation Assessments

NWH1 - Land at Meath Green Lane			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 59 and 119 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The northern part of this site could be used to 'complete' the Riverside Green Chain, as long as public access was maintained. This part of the site is located in Flood Zones 2 and 3, and is therefore not likely to be suitable for housing developments. Public rights of way run along the southern and western boundaries of the site, and would need to be preserved. The increased access to public open space could have health benefits for the population.	Development on this site should be required to include the completion of this section of the Riverside Green Chain as a condition of planning permission.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	This site contains a Grade II listed building and Grade II listed curtilage, and an area of archaeological potential. These are located on the edge of the site, and within flood zones, but housing development may still affect the setting of these assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>--</p>	<p>The site is 4km from the nearest railway station, 3.5km from the town centre, 2km from the nearest local centre, and 2.75km from the nearest employment area. There is currently no public transport to the site, although a proposed bus route would run very close to the site. There is no dedicated bicycle infrastructure in the area. There are currently no pedestrian facilities on Meath Green Lane. This site offers significant barriers to sustainable transport and is likely to increase car use.</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The site contains some existing residential buildings and some agricultural buildings, but is otherwise not previously developed.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>+</p>	<p>New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 2km from the nearest local centre and 3.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.</p>	<p>Development on this site could include some provision for shops or other employment elements.</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	<p>+</p>	<p>New developments provide short term employment opportunities within the borough.</p>	<p>Development on this site could include some provision for shops or other employment elements.</p>

8 - To reduce greenhouse gas emissions and move to a low carbon economy	--	By significantly increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to significantly increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The upper half of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The upper half of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	?	The Burstow Stream makes up the northern boundary of the site and is of mixed quality in this area. Further investigation would be needed to assess the potential impacts on water quality of a development on this site.	Further investigation should be undertaken on the quality of the Burstow Stream in this area and the potential risks such a development might pose to it.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is currently low grade farmland with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Due to the distance from residential areas, this site should not increase the impacts of noise or light pollution. However, because the site is likely to increase car traffic, it is likely to have a negative impact on air quality.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes.

15 - To protect and enhance landscape character	-	<p>This site is located in the Rural Surrounds of Horley, and adjacent to the Green Belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for settlement separation. The site would be broadly contiguous with the North West Sector development in Horley, but would represent further encroachment into the countryside from this development. Development on the site would therefore be likely to have some impact on landscape character, and would introduce a heavily developed area to the urban-rural fringe.</p>	<p>Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe.</p>
16 - To conserve and enhance biodiversity	0	<p>The Burstow Stream makes up the northern boundary of the site and is of mixed quality in this area, and there may be some risk to biodiversity resources from development. An ancient woodland SNCI lies slightly to the east of the site. However, the site offers the opportunity to complete the Riverside Green Chain in this area, which balances any potential negative effects. The northern half of the site is within the River Mole BOA.</p>	<p>Development on this site should include the completion of the Riverside Green Chain, and development should be located in the southern part of the site to protect the biodiversity of the northern part. Development should be designed to not impact upon the nearby SNCI. Further investigation should be undertaken on the quality of the Burstow Stream in this area and the potential risks such a development might pose to it. Development should aim to improve biodiversity within the BOA.</p>

<b>NWH2 - Land at Bonehurst Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 26 and 52 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the nearest town centre, although a primary school is within walking distance. A public right of way runs across the site and would need to be preserved. This site will not impact on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to a number of locally listed buildings and Grade II and Grade II Curtilage listed buildings, and an area of archaeological potential. The trees around the boundary of the site mean that development on this site will have very limited impact on these heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 2km from the nearest railway station, and 1.5km from the town centre and employment area. There is a regular bus service along Bonehurst Road, including buses to Redhill. There are no dedicated bicycle facilities in the area, but there are pedestrian pavements along Bonehurst Road. The site	Development should incorporate pedestrian and cycle linkages.

		is in a reasonably accessible location, and unlikely to significantly increase car usage.	
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses. Only the southwest quadrant of the site is located in Flood Zone 1.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding. Only the southwest quadrant of the site is located in Flood Zone 1.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream passes near the site and is of mixed quality in this area. However, the stream is not directly adjacent to the site, and the site should therefore not have a negative impact. There is a drain at the southern boundary of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is of low grade agricultural quality with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located in the Rural Surrounds of Horley and adjacent to the Green Belt. However, it is in a tightly contained plot which is adjacent to existing development on three sides, and is therefore its impact on landscape character is likely to be limited. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority) and found	N/A

		to be of moderate importance in safeguarding countryside.	
16 - To conserve and enhance biodiversity	0	The site contains nine trees with Tree Protection Orders, but no other biodiversity constraints, and it is likely that this small number of trees could be protected in any site design. The Burstow Stream runs near the site, but not adjacent to it. The northern half of the site is within the River Mole BOA.	Development on this site should protect trees with TPOs. Development should aim to improve biodiversity within the BOA.

**SEH1 - Land at Fishers Farm and Bayhome Farm**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 107 and 214 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station. Part of the site is dedicated as Urban Open Space at the moment, and development on this site would likely open up better access to this space. There is a public right of way along the southern boundary of the site that will need to be retained. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Development on this site could be required to maintain and open up access to the part of the site currently designated as Urban Open Space. Public rights of way should be retained.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to two locally listed buildings and two Grade II listed buildings. These are partially shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is less than 1km from the railway station, 1.2km from the town centre, and 1.5km from the employment area. The site lies close to a road with regular public transport. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road. The site is accessible by sustainable transport modes.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site contains only a very small amount of previously developed residential land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Because of its proximity to transport links, this site is very accessible by sustainable modes, and can somewhat contribute to a reduction in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.

9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	Part of the north and east of the site are located within Flood Zone 2 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	Parts of the north and east of the site are located within Flood Zone 2 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality. There are a number of drains on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is graded as poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	This site is located within the Rural Surrounds of Horley, but is a long distance from the Green Belt, and is sandwiched between areas of existing residential development, and with a motorway and Gatwick Airport close to the south. The site was assessed in the green belt review and rated 5 out of 5 (1 being the highest priority) and found to be of moderate importance for safeguarding countryside. However, the southern part of the site is located within the Gatwick Open Setting. If development avoids the section of the Gatwick Open Setting, there should not be much impact on landscape character.	Development on the site should pay careful attention to the importance of the Gatwick Open Setting and be sensitively designed to respect the need to maintain separation between Horley and Gatwick Airport.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints, although there are group TPOs adjacent to the site.	Development on this site should protect trees with TPOs.

<b>SEH2 - Land West of Balcombe Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 46 and 93 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	-	The parcel is allocated as Urban Open Space at the moment, and some of this space would be lost if the site is developed; though development would also open up access to the remaining open space. A public right of way passes along the northern boundary and would need to be preserved. The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution.	Development on this site could be required to maintain and open up access to as much as possible of the existing Urban Open Space. Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.5km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site lies along a road with regular public transport. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road. The site is reasonably accessible by sustainable modes and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site contains only a very small amount of previously developed commercial land.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities within the borough. However, this short term employment gain may be balanced out by the potential loss of commercial space on the site.	Options for retaining commercial space on the site could be explored.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This site is fairly accessible by sustainable modes, and should not contribute to a significant increase in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	Only a very small amount of this site is located in Flood Zone 2, so the site should be well protected in the case of climate change worsening flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	Only a very small amount of this site is located in Flood Zone 2.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality. There are drains at the eastern and western boundaries of the site that would need to be protected from the	Development should be designed to avoid impact on water features on or adjacent to the site.

		impacts of development.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is mostly poor quality agricultural land, with a small amount of moderate quality land. There is no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	This site is located within the Rural Surrounds of Horley, but is a long distance from the Green Belt, and is sandwiched between areas of existing residential development, and with a motorway and Gatwick Airport directly to the south. The site was assessed in the green belt review and rated 3 out of 5 (1 being the highest priority) and found to be of high importance for settlement separation and moderate importance for safeguarding countryside. The site is entirely within the Gatwick Open Setting. Development here would reduce the gap between Horley and Gatwick, and	Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe. However, there is no way for development on this site to avoid infringing on the Gatwick Open Setting.

		consequently have quite a significant impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>SEH3 - Land East of Balcombe Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	The site is small and could provide only a limited amount of housing. The entire site falls within the 57 decibel noise contour of Gatwick Airport, severely reducing the likelihood of housing being considered appropriate on this site.	Mitigation measures should be investigated for reducing noise impacts on this site.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution. A public right of way runs along the southern and eastern boundaries of the site, and should be preserved.	Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.5km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site lies along a road with regular public transport. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe	Development should incorporate pedestrian and cycle linkages.

		Road. The site is reasonably accessible by sustainable modes and unlikely to significantly increase car usage.	
5 - To make the best use of previously developed land and existing buildings	-	Development on this site would likely see the loss of some existing businesses, including a public house and restaurant, although it may also see residential densities increased. However, considering the troublesome location of the site and the availability of other sites, this may not be the best possible use of previously developed land.	Options should be explored for the retention of existing businesses on the site.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities within the borough. However, this short term employment gain may be balanced out by the potential loss of commercial space on the site.	Options should be explored for the retention of existing businesses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This site is fairly accessible by sustainable modes, and should not contribute to a significant increase in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	-	The west of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The west of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality. There are drains at the southern and western boundaries of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	--	The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport. The site is entirely within the 57 decibel noise contour for the airport. The site is adjacent to the Horley AQMA and falls within the M23 buffer zone and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. The site was assessed as part of the green belt review and rated 3 out of 5 (1 being the highest priority) and found to be of high importance for settlement separation and moderate importance for safeguarding countryside. The site is entirely within the Gatwick Open Setting. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe. However, there is no way for development on this site to avoid infringing on the Gatwick Open Setting.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>SEH4 - Land off The Close and Haroldslea Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 101 and 151 housing units, at either low or medium density. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	A public right of way runs along the eastern boundary of the site and should be preserved. The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution.	Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains two Grade II listed buildings, in the centre and east of the site. These are partially shielded by trees, but additional development on the site would need to respect the setting of these assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is 1km from the railway station, and 1.5km from the town centre and the employment area. Regular public transport runs close to the site. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road, and pedestrian and bicycle access may also be possible through nearby residential streets. The site is therefore fairly accessible by sustainable transport modes.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	+	Much of the site is previously developed land used for residential buildings and some commercial use. Development here would represent a densification of an already largely developed area, and could be considered a good use of previously developed land.	Development on this site could include some provision for shops or other employment elements.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.

7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities within the borough. However, this short term employment gain may be balanced out by the potential loss of commercial space on the site.	Options should be explored for the retention of existing commercial uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Because of its proximity to transport links, this site is very accessible by sustainable modes, and can somewhat contribute to a reduction in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The western part of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The western part of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream passes near the site and is of poor quality in this area. However, the stream is not directly adjacent to the site, and the site should therefore not have a negative impact. There is a drain along the southern and eastern boundaries of the site, a pond in the northwest corner of the site, and another pond adjacent to the site to the east, all of which would need to be protected from the impacts of	Development should be designed to avoid impact on water features on or adjacent to the site.

		development.	
13 - To reduce land contamination and safeguard soil quality and quantity	+	There is no known contamination on this site, but some contamination may have arisen from the industrial unit currently located in the centre of the parcel. Redevelopment on this site would require any contamination to be remediated, and could therefore have a positive impact. The site consists primarily of moderate quality agricultural land.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport. The site is close to the Horley AQMA. The southernmost portion of the site falls within the 57 decibel noise contour of the airport. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and already contains a number of residential areas. The site was assessed in the green belt review and rated 5 out of 5 (1 being the highest priority) and found to be of moderate importance for checking sprawl. The southern part of the site is located within the Gatwick Open Setting. Consequently, development on this site	Development should be sensitively designed to respect the location on the urban-rural fringe. Development on the site should aim to avoid building in the Gatwick Open Setting.

		would have some impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The site contains a number of trees with Tree Protection Orders that would need to be preserved. These are scattered throughout the site and development can likely take place around them without too much disturbance.	Development on this site should protect trees with TPOs.

<b>SEH5 - Land West of Burstow Stream</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 158 housing units, at an appropriate density for the site. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	A number of public rights of way run along the boundary of the site, and one public right of way runs through the site, and these will need to be retained. The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution.	Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to some locally listed buildings at Haroldslea House and two Grade II listed buildings in site SE4 to the west. These are well shielded from the rest of the site by trees.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the railway station and 1.7km away from the town centre and employment area, and is only accessible from a narrow road with no public transport. There is no dedicated bicycle infrastructure in the area, although Haroldslea Drive contains some pedestrian pavements. However, due to the location and access routes, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site contains only a very small amount of previously developed residential land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	0	Some eastern parts of this site are located in Flood Zones 2 or 3 or in areas at risk of surface flooding, however these areas are limited enough that development could take place in such a way as to avoid them.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	Some eastern parts of this site are located in Flood Zones 2 or 3 or in areas at risk of surface flooding, however these areas are limited enough that development could take place in such a way as to avoid them.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area, and a large development in this location may cause further damage through run-off. There is also a pond in the west of the site that should be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site will not have an impact on soil quality - the site is half of moderate agricultural quality and half of poor quality. The site may contain some contaminated land due to former industrial use, and this would need to be investigated and remediated if development takes place, leading to a possible improvement in land contamination.	Development on this site should include remediation of any contamination.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport. The southernmost portion of the site falls within the 57 decibel noise contour of the airport and the 100m noise and air quality buffer zone of the M23. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. However, the site was assessed in the green belt review and rated 1 out of 5 (1 being the highest priority) and found to be of high importance for checking sprawl and safeguarding countryside, and moderate importance for separating settlements. The southern part of the site also falls within the Gatwick Open Setting. Regardless of the proximity to the heavy infrastructure of the motorway, development on this site would likely have a significant impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe. Development on the site should aim to avoid building in the Gatwick Open Setting.
16 - To conserve and enhance biodiversity	-	Part of the site is a potential area of nature conservation importance, which would be at risk in the case of development on the site. The eastern	Buffer zones may be required between development on the site and the potential SNCI. The development should aim to improve

		side of the site is within the River Mole BOA.	biodiversity within the BOA.
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<b>SEH6 - Land at Newstead Hall</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	Public rights of way run along all boundaries except the east, and will need to be retained. The site is heavily wooded at the moment, and removal of some of these trees for development may impact on air quality and cooling in the immediate vicinity.	Public rights of way should be retained. Options should be explored for maintaining as many trees as possible.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites, although there are two locally listed buildings just to the southeast of the site. These are well shielded from the site by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1km from the railway station, 1.3km from the town centre, and 1.5km from the employment area. There is no public transport directly to the site, although public transport runs regularly along nearby Balcombe Road. There is no dedicated bicycle infrastructure in the area, although Haroldslea Drive contains some pedestrian pavements. The location is somewhat sustainable, although access issues may	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		provide some barriers to sustainable transport.	
5 - To make the best use of previously developed land and existing buildings	0	There is a small amount of previously developed residential land on the site, but otherwise the site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being fairly accessible by sustainable transport modes, the site is likely to have a limited impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a drain along the northern edge of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is predominantly poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley and therefore less likely to have a strong negative impact on landscape character. The site was assessed in the green belt review and rated 5 out of 5 (1 being the highest priority) and found to have moderate importance for safeguarding countryside. The landscape character impact on this site is likely to be limited, as long as development is sensitively integrated with the woodland character of much of the site.	Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to integrate development with the woodland character of the site.

16 - To conserve and enhance biodiversity	--	A large proportion of the site is covered with dense, protected woodland which provides an important habitat for biodiversity. Development on this site would almost certainly lead to the loss and fragmentation of some of this habitat. The eastern half of the site is within the River Mole BOA.	It is unlikely that any mitigation could be taken to avoid damaging biodiversity on this site. Development should aim to improve biodiversity within the BOA.
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<b>SEH7 - Land at Wilgers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 30 and 60 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	This site has previously been considered as a possible town park for Horley, and an alternative use would prevent delivery of recreation, sport, and leisure options on the site. This could have a negative effect on the health of Horley residents. A public right of way runs along the western boundary of the site and would need to be retained.	Public rights of way should be retained. If development takes place on this site, alternative provision for a town park in Horley should be identified.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site currently contains three locally listed buildings, and is adjacent to a Grade II listed buildings. All of these heritage assets are somewhat shielded by	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided.

		trees, and at the far southwestern or northwestern corners of the site.	Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from the employment area, 1.2km from the town centre, and 1.5km from the railway station, and there is good public transport access along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Smallfield Road. This site is fairly accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is mostly not previously developed land, with some residential properties in the northwestern and southwestern corners.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being accessible by sustainable transport, the site is likely to have a limited impact on greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off. There are also drains to the west of the site and through the centre of the site, and these would need to be protected from the impact of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is a combination of moderate and poor grade agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley and therefore less likely to have a strong negative impact on landscape character. The site was assessed in the green belt review and rated 4 out of 5 (1 being highest priority) and found to have a high importance for safeguarding countryside. The landscape character impact on this site is likely to be limited.	N/A
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The eastern half of the site, and much of the northern part of the site, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH8 - Land at Farney View Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	-	Discounting flood zone areas that could not be used for housing, the site could likely accommodate between 3 and 7 housing units, depending on the density found to be appropriate for the area. The site is not a suitable choice for achieving this objective.	Due to the major constraint of the flood zone, the site is not sequentially preferable for housing unless and until all other potential sites have been developed or proven unsuitable.
2 - To facilitate the improved health and wellbeing of the whole population	0	There is a public right of way along the southern and western boundaries that will need to be retained. Some amount of walking may be stimulated by the site being fairly close to the town centre and railway station. This site is unlikely to have much impact on health and wellbeing	Public rights of way should be retained.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to some locally listed buildings at Wilgers Farm. These are fairly well-shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from the railway station and 1.3km from the town centre and employment area, and there is good public transport access along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but access is likely to be through a quiet residential road which also contains pedestrian pavements. This site is fairly accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.3km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being accessible by public transport, the site is likely to have a limited impact on greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	--	The site is almost entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The site is almost entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a stream running through the site, and a drain along the northern boundary, both of which will need to be carefully protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley. The site was assessed in the green belt review and rated 3 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl. The landscape character impact on this site is likely to be limited.	Development should be sensitively designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The majority of the site, with the exception of small areas to the south and west, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH9 - Land East of Wilgers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	Due to the major constraint of the flood zone, the site is not sequentially preferable for housing unless and until all other potential sites have been developed or proven unsuitable.
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to impact health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 2km from the railway station and 1.7km from the town centre and employment area, although public transport routes run close to the site along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but there are pedestrian pavements on Smallfield Road. The distance from the centre of Horley means this site is likely to increase car use.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site (on both sides, including a branch of the stream) and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of the town and would represent a clear extension of the town, jutting out into the countryside. The site is close to some residential properties, but in general would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and was rated 3 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.

		and moderate importance for checking sprawl. Development on this site would likely have some negative impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. Almost the entire site, with the exception of a small area in the southeast, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH10 - Land East of Farney View Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 21 and 42 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. There are public rights of way along the southern and eastern boundaries of the site, and one that crosses the site, and these would need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites, although it is adjacent to a scheduled ancient monument and a Grade II listed building. These heritage assets are both well shielded by trees.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 1.4km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site is located in area with no public transport. There is no dedicated bicycle infrastructure in the area, and limited accommodation for pedestrians. This site offers significant barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	There are a small number of residential properties on the site, but the rest of the site is in agricultural commercial use.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	A large proportion of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in

			place to reduce surface run-off.
11 - To reduce flood risk	--	A large proportion of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a small tributary of the stream on the east side of the site.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is unlikely to have any impact on noise or light pollution in isolation, due to its difference from existing residential properties. There may be a slight decrease in air quality due to additional car use.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley. The site stands at some distance from the nearest area of concentrated residential development, and is clearly outside the existing urban area. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and rated 3 out of 5 (1 being highest priority) and found to be of high	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.

		importance for safeguarding countryside and moderate importance for checking sprawl and separating settlements. Development on this site would likely have a negative impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The western half of the site, and small areas in the south and east of the site, is within the River Mole BOA.	N/A

<b>SEH11 - Land at Harrowsley Green Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 139 and 279 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. A public right of way passes through the western portion of the site and along the southern boundary and should be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains one locally listed building and one Grade II listed building, and is adjacent to a scheduled ancient monument. These assets are located on the periphery of the site, but development must be careful not to impact on their settings.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 2.5km from the railway station, and 2km from the town centre and the employment area, although there are some public transport routes passing the site along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but there are pedestrian pavements on Smallfield Road. Access from the south along Haroldslea Drive is even less suitable in terms of bicycle and pedestrian space. This site offers significant barriers to the use of sustainable transport, and would be likely to significantly increase car use in the area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site has some scattered residential properties, but is mostly not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should

			be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	Large parts of the site are located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses. However, there is still significant space to develop, even if areas prone to flooding are not used.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	Significant parts of the site are located within Flood Zones 2 and 3 and areas at risk of surface flooding. However, there is still significant space to develop, even if areas prone to flooding are not used.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is partially adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a small pond on the site that should be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site consists of a mix of moderate and poor quality agricultural land, and part of the site is subject to localised ground contamination. Development on this site would be required to remediate this contamination.	Development on this site should include remediation of any contamination.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, but is some distance from the main urban area of Horley and would represent a somewhat isolated addition to the edge of the town, despite being adjacent to a small collection of residential properties. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and separating settlements and moderate importance for checking sprawl. Development on this site would likely have a negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area. However, this site is considered to play an important role analogous to the green belt, and it is likely that no level of mitigation could fully counteract the landscape impacts of development.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The northern half of the site is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH12 - Land South of Haroldslea Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 12 and 23 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. Public rights of way pass across the northern and eastern boundaries of the site, and will need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	--	This site contains a scheduled ancient monument and three locally listed buildings that may be impacted by any development, although these are currently well shielded by trees.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 2km from the railway station, and 2.5km from the town centre and the employment area, and there are no public transport routes passing the site. There is no dedicated bicycle infrastructure in the area, and there are currently no pedestrian pavements on Haroldslea Drive. This site offers significant barriers to the use of sustainable transport, and would be likely to significantly increase car use in the area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	There is scattered residential development across the site, but the site is primarily not previously developed	N/A

		land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 2.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the need to travel, this site would likely increase greenhouse gas emissions	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. The site also contains a drain, a number of small	Development should be designed to avoid impact on water features on or adjacent to the site.

		ponds, and a moat around a scheduled monument, all of which should be protected from the effects of development.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is unlikely to have any impact on noise or light pollution in isolation, due to its difference from existing residential properties. There may be a slight decrease in air quality due to additional car use. There may also be impacts from the nearby M23 motorway, and the southernmost part of the site falls within the 57 decibel noise contour of Gatwick airport.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, but is some distance from the main urban area of Horley and would represent a somewhat isolated addition to the edge of the town. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and separating settlements and moderate importance for checking sprawl. Development on this site would likely have	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area. However, this site is considered to play an important role analogous to the green belt, and it is likely that no level of mitigation could fully counteract the landscape impacts of development.

		a negative impact on landscape character.	
16 - To conserve and enhance biodiversity	-	The site contains part of a Potential Site of Nature Conservation Importance and is adjacent to an existing SNCI. Development on this site would have to be careful not to impact on these habitats, and buffer zones may be required. Much of the south and west of the site is within the River Mole BOA.	Development should be designed to not impact upon the nearby SNCI, and a buffer zone may be appropriate. Development should aim to improve biodiversity in the BOA.

<b>EH1 - Land at Langshott Wood</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 15 housing units at an appropriate density for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is within walking distance of a number of facilities, and may encourage some walking. There is currently no public access to the site, but constraints mean much of the site would be unlikely to be opened up by development. This site will not impact strongly on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>0</p>	<p>The site is located 1.2km from Horley town centre and 1.5km from the train station. Secondary and primary schools, and the employment area, are within 1km of the site, but the nearest GP surgery is currently 1.8km away. There are no buses that directly pass the site, although they do go reasonably close by. There are no dedicated bicycle facilities in the area, and although Smallfield Road to the south of the site contains good pedestrian facilities, Langshott Wood to the east is narrow and has no pedestrian pavements. However, the area to the west is suburban and residential, and likely to offer quiet and safe bicycle and pedestrian routes. This site is not likely to have a significant effect on car use.</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The site contains some residential previously developed land, and development on this site would represent a densification of this use. However, most of the site is not previously developed and contains dense woodland.</p>	<p>Development should focus on the previously developed part of the site, and avoid the woodland where possible.</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>+</p>	<p>New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support</p>	<p>N/A</p>

		for businesses in this area.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The northern half of the site is located within Flood Zone 2 and there are areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The northern half of the site is located within Flood Zone 2 and there are small areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site is not expected to have an impact on water quality. There is a drain along the northern boundary of the site that should be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly	A construction statement could be used to set out how construction impacts will be mitigated.

		impacted by an increase in traffic.	
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley, but is contiguous with the main urban area of Horley. However, due to biodiversity constraints, it is likely that only the eastern side of the site could be developed, creating a separation from the urban area. The site was assessed in the green belt review and rated 5 out of 5 (1 being highest priority) and found to be of moderate importance for safeguarding countryside. Development on this site would likely have some negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to integrate development with the woodland character of the site.
16 - To conserve and enhance biodiversity	--	The majority of the site is covered by the Langshott Wood Ancient Woodland, with additional TPOs adjacent to the southern boundary of the site. Development on this site would have to be careful not to impact on the woodland, and buffer zones may be required. However, development on this site would almost certainly lead to the loss and fragmentation of some of this habitat. A very small area in the north of the site is within the River Mole BOA, and the BOA is also close to the southern tip of the site.	It is unlikely that any mitigation could be taken to avoid damaging biodiversity on this site unless development was significantly restrained in order to keep a buffer zone in place around the ancient woodland. Development should aim to improve biodiversity within the BOA.

<b>EH2 - Brook Wood</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 15 housing units at an appropriate density for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The eastern part of this site could be used to 'complete' the Riverside Green Chain, as long as public access was maintained. This part of the site is located in Flood Zones 2 and 3, and is therefore not likely to be suitable for housing developments. Public rights of way run along the western boundary of the site, and across the site, and would need to be preserved. The increased access to public open space could have health benefits for the population, although the site itself is not walking distance from the town centre.	Development on this site should be required to include the completion of this section of the Riverside Green Chain as a condition of planning permission. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is located 1.5km from Horley town centre, railway station, the employment area, and local primary and secondary schools, and 2km from the nearest GP surgery. There are buses along Smallfield Road, but these pass only the southernmost extremity of the site. There are no	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		dedicated bicycle facilities in the area, and although Smallfield Road to the south of the site contains good pedestrian facilities, Langshott Wood to the west is narrow and has no pedestrian pavements. This site offers significant barriers to the use of sustainable transport, and would be likely to significantly increase car use in the area.	
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed land, although there are some residential properties scattered along the western edge of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of	Development on parts of the site at risk of flooding should be avoided, and measures (such as

		which may worsen as climate change progresses.	SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Burstow Stream forms the southern, eastern, and northern boundary of the site, and development would have to be careful not to worsen the quality of the stream through run-off. The site also contains a number of drains and four small ponds that would need to be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

<p>15 - To protect and enhance landscape character</p>	<p>--</p>	<p>The site is located within the Rural Surrounds of Horley, and is only somewhat contiguous with the main urban area of Horley, being located mostly in an area with a more rural character. The separation from the main urban area is further emphasised because of the gap that would be created by the ancient woodland to the west of the site. Development on this site would consequently stand out as a separate extension from the rest of Horley. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and settlement separation and moderate importance for checking sprawl. The site was found to be a key element in preventing the convergence of Horley and Smallfield. Development on this site would likely have a strong negative impact on landscape character.</p>	<p>Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to integrate development with the woodland character to the west of the site. Development should be located within the site so as best to maintain separation between Horley and Smallfield.</p>
<p>16 - To conserve and enhance biodiversity</p>	<p>-</p>	<p>The northeast of the site contains the Brook Wood SNCI and ancient woodland site, and development would need to be designed to protect this asset, possibly through the use of buffer zones. Most of the east and south of the site is within the River Mole BOA.</p>	<p>Buffer zones could be put in place to protect biodiversity assets from the effects of development. Development should aim to improve biodiversity within the BOA.</p>

<b>EH3 - Land North of Smallfield Road</b>			
<b>Objective</b>	<b>Score</b>	<b>Comments</b>	<b>Potential Mitigation</b>
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 40 housing units at an appropriate density for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is not within walking distance of the town centre or associated facilities. There are public rights of way along the northern boundary and across the site, and these should be retained. This site will not impact strongly on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located 1.2km from Horley town centre and 1.5km from the train station. Secondary and primary schools, and the employment area, are within 1km of the site, but the nearest GP surgery is currently 1.8km away. Buses pass the site along Smallfield Road. There are no dedicated bicycle facilities in the area, although Smallfield Road to the south of the site contains good pedestrian facilities. This site is reasonably accessible by sustainable modes of transport and is not likely to have a significant effect	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		on car use.	
5 - To make the best use of previously developed land and existing buildings	+	The site contains a number of residential properties along Smallfield Road, and densification may be considered a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and	0	Burstow Stream forms the northern boundary of the site, and development	Development should be designed to avoid impact on water features on or

groundwater, and maintain an adequate supply of water		would have to be careful not to worsen the quality of the stream through run-off.	adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, and is not contiguous with the main urban area of Horley, being located in an area with a more rural character. Development on this site would clearly stand out as an extension from the rest of Horley. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and settlement separation and moderate importance for checking sprawl. Development on this site would significantly reduce the separation between Horley and Smallfield. Development on this site would likely have a strong negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe. Development should be located within the site so as best to maintain separation between Horley and Smallfield. Development may have to be of relatively low density to achieve this, making the site less useful as an urban extension.

16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. Brook Wood SNCI and ancient woodland is slightly to the north of the site, but as the northern area of the site is in Flood Zone 3, this is likely to protect the biodiversity assets from nearby development. With the exception of some very small areas in the west, the entire site is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.
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<b>ERM1 - Land at Hillsbrow</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 113 and 216 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station, and the size of the potential development would mean that further open space provision would likely be provided. The site is also within a reasonable walking distance from other open spaces, including Memorial Park. There is currently no public access to the site, and development on this site would open up greater access to the countryside. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate	Provision of publicly accessible open space should be considered.

		positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains one locally listed building on the southern boundary, and two Grade II listed buildings a Grade II listed curtilage on the northern boundary. These are all located at the periphery of the site, and currently well shielded from the rest of the site by trees, so development is unlikely to have a strong impact on the setting.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from Redhill town centre, train station, and employment area, 1km from the nearest primary school, 1.2km from the nearest secondary school, and 1.5km from the nearest GP surgery. A number of bus routes run along the A25 on the northern boundary of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are narrow on the A25 and would need to be improved; there are currently no pedestrian pavements on Philanthropic Road to the south of the site. The hilltop location may also discourage walking and cycling somewhat. However, the site is in a generally sustainable location and is accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed land, with only a small number of residential properties present.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk. Care should be taken to manage runoff from the development to avoid increasing flooding risk in the surrounding area due to the steep topography of the site.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply	0	Development on this site would not have an impact on water quality.	N/A

of water			
13 - To reduce land contamination and safeguard soil quality and quantity	+	Parts of the site have previously been quarried/backfilled, and development on this site would require this issue to be investigated and any contamination remediated. Part of the site contains poor quality agricultural land.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site may suffer from various forms of pollution. Proximity to a landfill site and to the A25 may affect air quality and noise pollution for residents on the site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

<p>15 - To protect and enhance landscape character</p>	<p>--</p>	<p>The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside and settlement separation. The site is elevated and can be viewed from some distance away, particularly the southern slope. Views from the site itself are often obscured by tree cover at present. The site is contiguous with existing residential properties to the west only, and the developments would likely be separated by the ancient woodland area, reducing the impression of the site as an extension of the existing urban area. The topography of the site also makes it seem relatively remote from the surrounding residential area. The AGLV is close to the site to the east, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. The development would likely have a strong impact on the landscape character and would need to be carefully designed to avoid this and particularly to avoid impacting on the setting of the AGLV.</p>	<p>Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.</p>
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16 - To conserve and enhance biodiversity	-	<p>There are areas of ancient woodland at both the western and eastern ends of the site. A small area of the Holmethorpe Sandpits SNCI is adjacent to the northern boundary of the site. Buffer zones may need to be implemented around these assets to protect them. The majority of the rest of the site is also heavily wooded, and many of these trees may have to be lost to make space for development. The northern edge of the site is very close to the Holmethorpe and Bay Pond BOA. Continued access may need to be provided to the site for monitoring work related to the restoration of the nearby landfill.</p>	<p>Buffer zones should be considered to protect ancient woodlands and the SNCI from the impacts of development. Development should be sensitively designed to protect as much of the remaining woodland as possible and to integrate development with the woodland character of the site. Development should aim to improve biodiversity within the BOA. Account should be taken of the continued need for access to boreholes to monitor environmental issues related to the restoration of the nearby landfill.</p>
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<b>ERM2 - Land West of Copyhold Works</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 79 and 157 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station. The site is also within a reasonable walking distance from other open spaces, including Memorial Park. There are public rights of way along the western	Provision of publicly accessible open space should be considered. Public rights of way should be retained.

		boundary of the site and across the northern section of the site, and these should be retained. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from Redhill town centre, train station, and employment area, 1km from the nearest primary school, 1.2km from the nearest secondary school, and 1.75km from the nearest GP surgery. A number of bus routes run along the A25 on the southern boundary of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are narrow on the A25 and would need to be improved. The elevated location may also discourage walking and cycling somewhat. However, the site is in a generally sustainable location and is accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land, apart from one residential property in the southwest corner.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only one very small, isolated area at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk. Care should be taken to manage runoff from the development to avoid increasing flooding risk in the surrounding area due to the steep topography of the site.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and	-	The Redhill Brook runs just to the north of the site and is of poor quality in this area. Development	Development should be designed to avoid impact on water features on or adjacent to the site.

maintain an adequate supply of water		on this site will need to investigate ways to ensure the water quality is not further impacted. There is a drain on the western boundary of the site that would need to be protected from the impacts of development.	
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is likely to currently suffer from some contamination due to proximity to the Copyhold Works, and development on this site would require this issue to be investigated and any contamination remediated. The site does not contain any agricultural land.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site may suffer from various forms of pollution. Proximity to a landfill site and to the A25 may affect air quality and noise pollution for residents on the site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The site is elevated and can be viewed from residential areas to the north. The site is contiguous with existing residential properties to	Development should be sensitively designed to protect views of the countryside.

		the west and north, and would appear as a slight extension of the existing urban area. The area to the east is a landfill, which separates the site from the setting of the AGLV further to the east. Development on this site would have limited impact on landscape character.	
16 - To conserve and enhance biodiversity	--	<p>Almost the entire site falls within the Holmethorpe Sandpits SNCI. <u>Some initial studies have been carried out on the site which shows that it potentially does not play a significant role as part of an SNCI. However, and development here could have an impact on biodiversity and therefore studies and mitigation would be required to be considered when a more detailed scheme is being progressed as part of a planning application.</u> <del>would be likely to have an extremely significant negative impact on biodiversity.</del> Almost all of the site is within the Holmethorpe and Bay Pond BOA. Continued access may need to be provided to the site for monitoring work related to the restoration of the nearby landfill.</p>	<p><u>Mitigation would be required to</u> <del>It is unlikely that any mitigation could be taken to avoid</del> <u>damaging impact on biodiversity on this site, due to the SNCI designation.</u> Account should be taken of the continued need for access to boreholes to monitor environmental issues related to the restoration of the nearby landfill.</p>

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ERM3 - Former Copyhold Works			
Objective	Score	Comments	Potential Mitigation

1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 92 and 183 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station. The site is also within a reasonable walking distance from other open spaces, including Memorial Park. There is currently no public access to the site and development on this site would open up greater access to the countryside. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site is adjacent to two Grade II listed buildings and a Grade II listed curtilage. These are well shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.2km from Redhill town centre, train station, and employment area, 1km from the nearest primary school, 1.2km from the nearest secondary school, and less than 2km from the nearest GP surgery. A number of bus routes run along the A25 on the southern boundary of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are narrow on the A25 and	Development should incorporate pedestrian and cycle linkages.

		would need to be improved. The elevated location may also discourage walking and cycling somewhat. However, the site is in a fairly sustainable location and will be unlikely to significantly increase traffic or reduce accessibility.	
5 - To make the best use of previously developed land and existing buildings	+	The site is previously developed land, <u>is adjacent to a consisting-of a</u> landfill site and a small number of residential properties. Residential development on this site would contribute strongly to meeting housing need in the borough, and this can be considered a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	-	New developments provide short term employment opportunities within the borough. However, this would be counterbalanced by the loss of existing employment on the site.	Consideration should be given to the possibility of including employment uses on the site or elsewhere, to counterbalance the loss of existing facilities.
8 - To reduce greenhouse gas emissions and	0	Due to its fairly sustainable location, the site is unlikely to worsen	Development should incorporate pedestrian and cycle linkages.

move to a low carbon economy		greenhouse gas emissions.	
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk. Care should be taken to manage runoff from the development to avoid increasing flooding risk in the surrounding area due to the steep topography of the site.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	++	The site is very likely to suffer from land contamination, due to its location next to a landfill and former industrial use. Development on this site would be required to remediate this contamination before going ahead, and if this proves to be possible it represents a good opportunity to reduce land contamination in the borough. The site contains no agricultural grade land.	Development on this site should include remediation of any contamination.

<p>14 - To ensure air quality continues to improve and noise and light pollution are reduced</p>	<p>-</p>	<p>The site may suffer from various forms of pollution. Proximity to a landfill site and to the A25 may affect air quality and noise pollution for residents on the site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.</p>	<p>Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.</p>
<p>15 - To protect and enhance landscape character</p>	<p>-</p>	<p>The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and settlement separation. The site is elevated and visible at long range, and long range views are possible from the top of the site. The site is not contiguous with the existing urban area, and would represent a 'gap' in the built up area unless site ERM2 were developed at the same time. The area is <u>adjacent to currently</u> a landfill and quarry, clearly showing human impact on the landscape. The AGLV is located slightly to the east of the site, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. Development on this site would likely have some impact on landscape character.</p>	<p>Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.</p>

16 - To conserve and enhance biodiversity	-	<p>The site is surrounded on the north, west, and east sides by the Holmethorpe Sandpits SNCI, and a buffer zone may be required to ensure this biodiversity asset is not damaged by development on this site. <del>There are two individual TPOs in the southeastern corner of the site which should be retained.</del> The northeastern section of the site falls within the Holmethorpe and Bay Pond BOA. Continued access may need to be provided to the site for monitoring work related to the restoration of the nearby landfill.</p>	<p>Buffer zones should be considered to protect the SNCI from the impacts of development. <del>Development should be designed to retain trees with TPOs.</del> Development should aim to improve biodiversity within the BOA. Account should be taken of the continued need for access to boreholes to monitor environmental issues related to the restoration of the nearby landfill.</p>
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<b>ERM4 - Land South of Bletchingley Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 81 and 163 housing units, although the lower density option is likely to be most appropriate for this site due to its sensitive location. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the nearest town centre, although a primary school and GP surgery are within walking distance. The site is close to nature reserves that may provide some opportunities for physical activity - however, these are already publicly accessible due to public rights of way that run along	Public rights of way should be retained.

		the southern and eastern boundaries of the site, and through the middle of the site. Development on this site is unlikely to have much effect on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is one locally listed building on the site. Although this asset is not well shielded from the rest of the site, it is on the far northern boundary of the site, and development could likely take place without significant impact.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.2km from the Portland Road local centre and 1.75km from the nearest railway station. However, it is 4.4km from the closest town centre in Redhill. A primary school is 1km away, and a GP surgery 1.2km; but the nearest secondary school is 4km away, and the nearest employment area 2.5km. A bus route runs past the northwest corner of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are extremely limited on Bletchingley Road in the area of the site, but this would likely be improved in the event of development. However, due to the distance of the site from town centres, employment areas, and some facilities and services, this site offers notable barriers to	Development should incorporate pedestrian and cycle linkages.

		sustainable transport and is likely to increase car use.	
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed, but the northwestern corner contains a recent housing development which would be retained, and there are scattered residential properties in the rest of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from the Portland Road local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site is not expected to have an impact on water quality, however the Spyne Meres wetlands are located just to the south of the site, and development should ensure that there are no unintended consequences on this habitat.	Investigation should be undertaken to ensure that development will not impact the nearby wetlands.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

<p>15 - To protect and enhance landscape character</p>	<p>-</p>	<p>The site is located within the green belt, although it is considered to be of 'urban edge' character. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and safeguarding countryside. There are some long views of fields and lakes available, but the landscape in the area has also been substantially affected by quarrying activities and other infrastructure. The site is somewhat on the edge of the existing urban area and would 'jut out' into the countryside, although there is a small amount of residential development already on the site. Development on this site would likely have some impact on landscape character.</p>	<p>Development should also be designed to respect the location on the urban-rural fringe.</p>
<p>16 - To conserve and enhance biodiversity</p>	<p>-</p>	<p>There are no biodiversity constraints on the site itself, but the Holmethorpe Sandpits SNCI is adjacent to the site to the south, and the Spyne Meres wetland nature reserve is to the south and east of the site (including across the borough boundary in Tandridge). The closeness of these attractive but sensitive areas may increase recreational pressure on them. Buffer zones may need to be implemented to ensure that development does not have an impact on these habitats, and the potential sensitivity of the area may reduce the</p>	<p>Investigation should be undertaken to ensure that development will not impact the nearby wetlands, including the possibility of buffer zones. Development should aim to improve biodiversity within the BOA.</p>

	development potential. A small section of the south of the site falls within the Holmethorpe and Bay Pond BOA.
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<b>ERM5 - Oakley Farm, Off Bletchingley Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 100 and 200 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the nearest town centre, although a primary school and GP surgery are within walking distance. The site is close to nature reserves that may provide some opportunities for physical activity. There are public rights of way along the northern and eastern boundaries of the site that should be retained. The site is near to the M25 and M23, and there may be some health impacts based on air and noise pollution. Development on this site is unlikely to have much effect on health and wellbeing.	Public rights of way should be retained. Mitigation options should be explored to reduce the impacts of air and noise pollution on residents.

<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p>-</p>	<p>There are three locally listed buildings on the site, although these are at the very western edge, opposite residential developments. There is a locally listed building adjacent to the site to the south, but this is well shielded by trees. More importantly, there is a Grade II listed building adjacent to the site at the northwest, and the setting of this asset could be impacted by development on the northern part of the site.</p>	<p>Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>-</p>	<p>The site is 1.2km from the Portland Road local centre and 1.75km from the nearest railway station. However, it is 4.4km from the closest town centre in Redhill. A primary school is 1km away, and a GP surgery 1.2km; but the nearest secondary school is 4km away, and the nearest employment area 2.5km. A bus route runs near (but not directly past) the west of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are extremely limited on Bletchingley Road in the area of the site, but this would likely be improved in the event of development. There may also be pedestrian access available through nearby residential streets. However, due to the distance of the site from town centres, employment areas, and some facilities and services, this site</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>

		offers notable barriers to sustainable transport and is likely to increase car use.	
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed, with the exception of scattered residential properties around the edge of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from the Portland Road local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing,	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface

		taking into account flood risk.	run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are two small ponds in the centre and north of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The northern part of the site is located within the buffer zone of an AQMA, and within the noise buffer zone of the M25/M23. The rest of the site does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	<p>The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The landscape in the area has also been substantially affected by quarrying activities and other infrastructure. The AONB is located to the north of the site, and care should be taken not to impact on the setting of the AONB - however, the presence of two motorways in the immediate vicinity makes major impact less likely. The site is somewhat on the edge of the existing urban area and would mark a clear eastward extension of Merstham, although it is contiguous with existing residential development. Development on this site would have limited impact on landscape character.</p>	Development should be designed to ensure it does not have a negative impact on views into and out of the AONB.
16 - To conserve and enhance biodiversity	0	<p>There are no biodiversity constraints on the site, although the southeastern part of the site is close to the Spyne Mere wetland nature reserve in Tandridge.</p>	Investigation should be undertaken to ensure that development will not impact the nearby wetlands.

<b>ERM6 - Land North of Radstock Way</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their	++	The site could likely accommodate between 45 and 90 housing units, depending on the density found to be appropriate for	N/A

needs and which they can afford		the area. The site would have a positive impact on housing needs in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	--	The site is currently considered a formal recreation space for walking and play, with a public right of way crossing the site. The site is also very close to the M25, the M23, and the junction of the two roads, and health and wellbeing of residents could suffer from poor air quality and noise pollution in the area. The site is within walking distance of the local centre and railway station, but overall development on this site would be likely to negatively impact health and wellbeing.	Consideration should be given to providing a formal recreation space of equal or greater size somewhere else in the vicinity, and public rights of way should be retained. Mitigation options should be explored to reduce the impacts of air and noise pollution on residents.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	There is a Grade II listed building adjacent to the site at the northwest, and the setting of this asset could be impacted by development on the site.	Sensitive design of the site could protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1km from the Portland Road local centre and 1.2km from the nearest railway station. However, it is 4.5km from the closest town centre in Redhill. A primary school is 400m away, and a GP surgery 1.2km; but the nearest secondary school is 4km away, and the nearest employment area 2.5km. There is no bus route that passes the site, and the nearest bus stop is 300m away. There is no dedicated bicycle infrastructure in the area. However, Radstock Way has suitable pedestrian	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		facilities leading into a reasonably quiet residential area, which would likely be comfortable for walking or cycling. However, due to the distance of the site from town centres, employment areas, and some facilities and services, this site offers notable barriers to sustainable transport and is likely to increase car use.	
5 - To make the best use of previously developed land and existing buildings	-	The site is not previously developed land, but is currently used for formal recreation purposes, and the loss of this function to development may not be the best use of land when other sites are available.	Consideration should be given to providing a formal recreation space of equal or greater size somewhere else in the vicinity.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from the Portland Road local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Part of the site is located within the buffer zone of an AQMA, and within the noise buffer zone of the M25/M23, and the entire site is close to these motorways. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	<p>The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The landscape in the area is substantially affected by the motorway infrastructure. The AONB and AGLV is located to the north of the site, and another part of the AONB to the east, and care should be taken not to impact on the setting of these designations - however, the presence of two motorways in the immediate vicinity makes major impact less likely. The site is somewhat on the edge of the existing urban area and would 'jut out' somewhat as a northern and eastern extension of Merstham, although it is partially contiguous with existing residential development. Development on this site would have limited impact on landscape character.</p>	<p>Development should be designed to ensure it does not have a negative impact on views into and out of the AGLV/AONB.</p>
16 - To conserve and enhance biodiversity	0	<p>The Furzefield Wood ancient woodland is adjacent to the site to the west, and a buffer zone may be necessary to protect this asset.</p>	<p>A buffer zone should be considered to protect the ancient woodland from the impacts of development.</p>

<b>SSW1 - Land North of Park Lane East</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 168 and 336 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a large park, and the size of the potential development would mean that further open space provision would likely be provided. However, the site is further away from town centres, railway stations and other services. A public right of way runs along the northern and eastern boundaries of the site and should be retained. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains one locally listed building, and is adjacent to two more to the southeast and west. The building on the site is not well shielded from the rest of the parcel. The park to the north of the site is listed as an Historic Park or Garden. Development on this site would need to be very sensitively designed so as not to negatively impact upon the setting of these historic assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the Woodhatch local centre and 2km from Reigate town centre and employment area. It is also 2km to the nearest secondary school, 500m to the nearest primary school, 2.5km to Reigate train station, and 1.5km to the nearest GP surgery. A bus route passes along Park Lane East. There is no dedicated bicycle infrastructure in the area. Park Lane East is wide enough to provide adequate pedestrian facilities, although Park Lane, to the west of the site, is extremely narrow and currently has no pedestrian pavement. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed land, with only two residential properties present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with no known risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is partially moderate quality agricultural land and partially non-agricultural land, with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted	A construction statement could be used to set out how construction impacts will be mitigated.

		by an increase in traffic.	
15 - To protect and enhance landscape character	--	<p>The site is located within the green belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for setting of historic towns. Views of the historic park are visible from the south of the site. The site is elevated and contains notable changes in topography, and development here might affect the prominence of or views of the hillside north of the site. The proposed development would be contiguous with the existing residential properties to the east and south, and would appear as an extension of the existing urban area. The AGLV is directly adjacent to the site to the west, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. The size of the potential development, along with its proximity to an elevated viewpoint, an historic park, and to the AGLV, means it would likely have significant negative impact on the landscape character and would need to be carefully designed to express a transition between the urban area and the countryside beyond, and to avoid impacting on the</p>	<p>Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB, and the historic park. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.</p>

		setting of or views to and from the AGLV or the park.	
16 - To conserve and enhance biodiversity	0	A group of TPOs is located in the eastern part of the site. Development on the site should be able to preserve these assets. The northern border of the site is adjacent to the Reigate Heath BOA.	Development should be designed to protect and retain trees with TPOs.

<b>SSW2 - Land at Sandcross Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 233 and 465 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a park and formal football pitch. The size of the potential development would mean that further open space provision would likely be provided, and this could connect up with the park to the east. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural	0	Development on the site would not affect any heritage assets.	N/A

assets and their settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the Woodhatch local centre and 2.5km from Reigate town centre and employment area. It is also 1.5km to the nearest secondary school, 3km to Reigate train station, and 1km to the nearest GP surgery, but the northern part of the site contains a primary school. The site is probably large enough to provide additional services for the surrounding community. A bus route passes the site directly along Sandcross Lane. There is no dedicated bicycle infrastructure in the area, although Sandcross Lane provides mostly adequate pedestrian facilities. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is partially previously developed land, with a garden centre at the east of the site and a school at the northern tip. The rest of the site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough. Assuming, the existing commercial enterprise at the east of the site is maintained, this will lead to a net increase in jobs.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Parts of the site, particularly in the centre and south, are vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	The entire site falls within flood zone 1, but a significant part of the centre and south of the site is at risk of surface flooding. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small ditch in the centre of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The site is contiguous with existing residential development to the north, south, and east, and would appear as a slight extension of the existing urban area. Development on this site would have limited impact on landscape character.	N/A
16 - To conserve and enhance biodiversity	0	A group of TPOs and a number of individual TPOs lie in the centre of the eastern boundary of the site. Development on the site should be able to preserve these assets. A small area of Slipshatch Wood ancient woodland is adjacent to the southern boundary of the site, and a buffer may be appropriate to protect this.	Development should be designed to protect and retain trees with TPOs. A buffer zone could be considered to protect the ancient woodland from the effects of development.

<b>SSW3 - King George's Field</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their	++	The site could likely accommodate between 54 and 108 housing units, depending on the density found to be appropriate for	N/A

needs and which they can afford		the area. The site would have a positive impact on housing needs in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	--	The site is currently used as a playing field and sports facility, and the loss of this use would have a negative impact on health and wellbeing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the Woodhatch local centre and 2km from Reigate town centre and employment area. It is also 1.5km to the nearest secondary school, 500m to the nearest primary school, 2.5km to Reigate train station, and over 1km to the nearest GP surgery. The site is likely not large enough to provide additional services, although some may be provided if sites SSW2 or SSW4 are developed alongside it. The nearest bus route is about 5 minutes away. There is no dedicated bicycle infrastructure in the area, and currently no pedestrian facilities on the very narrow Whitehall Lane where access would most likely be provided. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

5 - To make the best use of previously developed land and existing buildings	-	The site is currently used as a playing field and sports facility, and the loss of such a facility would be against planning policy and principles when other sites are available for housing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only a small risk of surface flooding in the southeast of the site. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small drain on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for checking sprawl. The proposed development would be fairly contiguous with existing residential developments, giving an appearance of being a clear extension of the housing to the north. The AGLV is close to the site to the northwest, but is not directly adjacent to it - this area of the AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. Development on this site would likely have some impact on landscape character and would need	Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe.

		to be carefully designed to express a transition between the urban area and the countryside beyond.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>SSW4 - Clayhall Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 272 and 543 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a park and formal football pitch. The size of the potential development would mean that further open space provision would likely be provided, and this could connect up with the park to the east. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	There is a Grade II listed building and four Grade II listed curtilages at Clayhall Farm, and these are not particularly shielded from the rest of the site. Development would need to be	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting

		sensitively designed to not impact upon the setting of these buildings.	of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is at least 1.5km from the Woodhatch local centre and 2km from Reigate town centre and employment area. It is also 1.5km to the nearest primary and secondary schools, 2.5km to Reigate train station, and over 1km to the nearest GP surgery. Consequently, additional services would likely need to be provided on or close to the site before it could be considered a sustainable location. The nearest bus route is at least 10 minutes' walk away. There is no dedicated bicycle infrastructure in the area, and currently no pedestrian facilities on either Slipshatch Road or Clayhall Lane. Without mitigating action, this site offers very high barriers to sustainable transport and is likely to significantly increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site is not considered previously developed land, although there are some agricultural buildings present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for	N/A

		businesses in this area.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	--	By significantly increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to significantly increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Parts of the site, particularly in the western portion, are vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	Only the western edge of the site falls within flood zones 2 or 3, although some areas in the rest of the site are vulnerable to surface flooding. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Wallace Brook runs through the western edge of the site, and development must be designed to protect the quality of the water. There are also a number of small ditches and drains running toward the brook, and development should ensure that these are also protected.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is	N/A

		moderate quality agricultural land with no known contamination.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the green belt. In the green belt assessment it was rated 1 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and checking sprawl, and moderate priority for settlement separation. Relatively long and uncontained views of the countryside are currently possible from the site. The proposed development would stand out as being only very faintly contiguous with the existing urban area, unless developed in conjunction with parcels SSW2 and SSW3. The AGLV is directly adjacent to the site to the north, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. The size of the potential development, along with its proximity to an extended area of open countryside and to the	Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.

		AGLV, means it would likely have significant negative impact on the landscape character and would need to be carefully designed to express a transition between the urban area and the countryside beyond, and to avoid impacting on the setting of or views to and from the AGLV.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site. A small corridor in the west of the site is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SSW5 - Land South of Slipshatch Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 158 and 317 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a primary school and a GP surgery. However, the site is further away from town centres, railway stations and other services. The site is large enough that provision of new public open space would likely be needed, providing public access to an area that does not currently have it, and increasing the amount of accessible green space in the surrounding area. Overall, the site is likely to	Provision of publicly accessible open space should be considered.

		facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a Grade II* listed building and several Grade II* listed curtilages just southwest of the site, and these are somewhat visible from the site. Development must be sensitively designed to avoid impacting on the setting of these assets.	Sensitive design of the site could protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 750m from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. The closest bus route runs from Sandcross Lane, but no public transport directly passes the site. There is no dedicated bicycle infrastructure in the area, although assuming the new development follows the existing character of the residential parts of Slipshatch Road, there should be adequate space for pedestrians. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site is not considered previously developed land.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Parts of the site, particularly in the southern portion, are vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	Only the southern edge of the site falls within flood zones 2 or 3, although some areas in the rest of the site are vulnerable to surface flooding. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A small stream on the site would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.

13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for checking sprawl. Relatively long and uncontained views of the countryside are currently possible from the site. However, the proposed development is contiguous to an existing residential area, and would appear as a natural extension, albeit a very large one, of the existing urban area. The size of the potential development, along with its proximity to an extended area of open countryside, means it would likely have some negative impact on the landscape character and would need to be carefully designed to express a transition between the urban area and the countryside beyond.	Development should be sensitively designed to protect views of the countryside. Development should also be designed to respect the location on the urban-rural fringe.

16 - To conserve and enhance biodiversity	-	A group of TPOs lies in the centre of the site, and a single TPO to the east. Slipshatch Wood, an SNCI and area of ancient woodland, is directly adjacent to the site to the west. Development on this site will need to be very careful to protect these assets, and a buffer zone may be necessary to ensure the SNCI/ancient woodland is not damaged.	Development should be designed to protect and retain trees with TPOs. A buffer zone could be considered to protect the ancient woodland/SNCI from the effects of development.
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<b>SSW6 - Land West of Castle Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 15 housing units, based on the density of nearby areas. The site would have some positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is adjacent to playing fields, although these are not publically accessible. The site is some distance from a town centre or train station, but is close to a local centre, which may encourage walking for some shops and facilities.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a Grade II* listed building 500m to the west, and care should be taken not to impact on the setting of this heritage asset.	Consideration should be given to the setting of heritage assets.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	-	<p>The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 1km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green Road to the east of the site. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. However, due to the location of the site, directly contiguous to an existing residential area, a safer and quieter route through suburban areas is likely to be possible. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	-	<p>The site is currently used as a playing field and sports facility, and the loss of such a facility would be against planning policy and principles when other sites are available for housing.</p>	<p>Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	+	<p>New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet</p>	+	<p>New developments provide short term employment opportunities within the</p>	<p>N/A</p>

the needs of the local economy		borough.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	+	The site is not located within flood zones 2 or 3, and only a very small portion of the site is at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	+	The site is not located within flood zones 2 or 3, and only a very small portion of the site is at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small drain on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby	A construction statement could be used to set out how construction impacts will be mitigated.

		residential properties, and air quality may be slightly impacted by an increase in traffic.	
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment, a wider parcel containing this slice of land was rated 2 out of 5 (1 being the highest priority), and rated as high priority for checking sprawl and safeguarding countryside. However, due to other constraints, the only part of the site that was judged suitable for development is the eastern area, which is contiguous to existing residential areas and would limit the negative impact somewhat. Nevertheless, development on this site would likely have some impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There is a single individual TPO on the site, and this would need to be retained.	Development should be designed to protect and retain trees with TPOs.

<b>SSW7 - Hartwood Nursery</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 26 housing units, based on the density of nearby areas. The site would have some positive impact on housing needs in the borough.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a primary school and a sports centre. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two Grade II listed buildings within the site boundary, although these are well shielded by trees and development would be possible without significantly affecting the setting. There is a Grade II* listed building 500m to the west, and care should be taken not to impact on the setting of this heritage asset.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. However, due to the location of the site, directly contiguous to an existing residential area, a safer and quieter route through suburban areas is likely to be possible. Without mitigating action, this site	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		offers barriers to sustainable transport and is likely to increase car use.	
5 - To make the best use of previously developed land and existing buildings	0	Most of the site is not previously developed land, although there are some agricultural buildings present, and three residential properties.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only a very small portion at the east of the site at risk of surface flooding. The site would be very preferable for housing, taking into account	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

		flood risk.	
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and safeguarding countryside. There is a small amount of common land on the eastern and northern boundaries of the site. The site is contiguous with existing residential development to the north, and would appear as a slight extension of the existing urban area. Development on this site would have limited impact on landscape character.	Common land should be retained where possible and made accessible to the public.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>SSW8 - Land at Hartswood Playing Fields</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 187 housing units, based on the density of nearby areas. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	--	The site is currently used as a playing field and sports facility, and the loss of this use would have a negative impact on health and wellbeing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two Grade II listed buildings adjacent to the site, although these are well shielded by trees and development would be unlikely to significantly affect them.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and	-	The site is currently used as a playing field and sports facility, and the loss of such a	Provision of an alternative sports facility and playing

existing buildings		facility would be against planning policy and principles when other sites are available for housing.	field of equal or better quality should be considered as part of any development on this site.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only the southwestern corner at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond and a drain on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 2 out of 5 (1 being the highest priority), and rated as high priority for checking sprawl and safeguarding countryside. Development on this site would likely have some impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>SSW9 - Land at Dovers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 108 housing units, based on the density of nearby areas. The site would have a positive impact on housing needs in the borough.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	+	A public right of way runs along the northern boundary of the site and should be retained. The site is within walking distance of a primary school and a sports centre. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains two Grade II listed buildings, and is directly adjacent to another Grade II listed building. The assets within the site are not shielded by trees and form a central part of the site. Development on this site would likely impact on the setting of these heritage assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 750m from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. Lonesome Lane, on the eastern side of the site, currently has no pedestrian facilities at all. Without mitigating action, this site offers barriers to sustainable	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		transport and is likely to increase car use.	
5 - To make the best use of previously developed land and existing buildings	0	The site is not considered previously developed land, although there are some agricultural buildings present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	+	Only the very eastern edge of the site is vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	+	Only the very eastern edge of the site falls within flood zones 2 or 3, although there is some risk of surface flooding toward the centre of the site. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the eastern boundary of the site, and development must be designed to protect the quality of the water. There are also four small ponds and a drain present on the site, and development should ensure that these are also protected.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 2 out of 5 (1 being the highest priority), and rated as high priority for checking sprawl and safeguarding countryside. There is a small amount of common land in the northwest corner of the site. Development on this site would likely have some impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe. Common land should be retained where possible and made accessible to the public.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site, although the New Pond Farm SNCI is a short way to the east. A very small area in the east of the site falls within the River Mole BOA, and the northeastern boundary of the site is adjacent to the Earlswood and Redhill Commons BOA.	Development should aim to improve biodiversity within the BOA.

<b>SSW10 - Land East of Dovers Green Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 101 housing units, based on the density of nearby areas. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	A public right of way runs along the southern boundary of the site and should be retained. The site is within walking distance of a primary school and a sports centre. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical	Public rights of way should be retained.

		activity among residents and will have a moderate positive impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains two Grade II listed buildings, and a locally listed building. However, the assets are all located on the western edge of the site, and the size of the site may make it easier for development to preserve their setting.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 750m from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. Lonesome Lane, on the eastern side of the site, currently has no pedestrian facilities at all. However, due to the location of the site, directly contiguous to an existing residential area, a safer and quieter route through suburban areas is likely to be possible. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

5 - To make the best use of previously developed land and existing buildings	+	The site contains a number of residential properties already, as well as a nursing home. Development would build somewhat on the existing residential capacities of the site, although much of the site is currently not considered previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only very small areas at risk of surface flooding. The site would be very preferable for housing, taking into account	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to

		flood risk.	reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the southeastern boundary of the site, and development must be designed to protect the quality of the water. A small drain is also present on the west of the site.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and safeguarding countryside. There is a small amount of common land on the western edge of the site. The site is contiguous with existing residential development to both the north and west, and would appear as a slight extension of the existing urban area. Development on this site would have limited impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe. Common land should be retained where possible and made accessible to the public.

<p>16 - To conserve and enhance biodiversity</p>	<p>0</p>	<p>There are groups of TPOs on the western and eastern boundaries of the site, although these are limited in size and development could go forward without impacting them greatly. The New Pond Farm SNCI is a short way to the east. A small area in the east of the site falls within the River Mole BOA.</p>	<p>Development should be designed to protect and retain trees with TPOs. Development should aim to improve biodiversity within the BOA.</p>
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## Appendix K – Strategic Employment Site Allocation Assessments

NWH1 - Land at Meath Green Lane			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. Public rights of way run along the southern and western boundaries of the site, and would need to be preserved.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	This site contains an area of potential archaeological importance, and a Grade II and Grade II curtilage listed buildings. These are located entirely within Flood Zones 2 and 3, and the listed buildings are currently somewhat shielded from the main site by trees. However, development of an SES on this site would be likely to impact the setting of these assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the SES could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 4km from the nearest railway station, 3.5km from the town centre, 2km from the nearest local centre, and 2.75km from the nearest employment area. There is currently no public transport to the site, although a	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		proposed bus route would run very close to the site. However, development on this site is likely to increase car usage significantly.	
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes

carbon economy			should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The upper half of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The upper half of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	?	The Burstow Stream makes up the northern boundary of the site and is of mixed quality in this area. Further investigation would be needed to assess the potential impacts on water quality of a development on this site.	Further investigation should be undertaken on the quality of the Burstow Stream in this area and the potential risks such a development might pose to it.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is currently low grade farmland with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Due to the distance from residential areas, this site should not increase the impacts of noise or light pollution. However, because the site is likely to increase car traffic, it is likely to have a negative impact on air quality.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes.

15 - To protect and enhance landscape character	-	<p>This site is located in the Rural Surrounds of Horley, and adjacent to the Green Belt. The site was assessed as part of the green belt review, and found to have high importance for safeguarding countryside and moderate importance for separating settlements.</p> <p>Development on the site would therefore be likely to have some impact on landscape character, and would introduce a heavily developed area to the urban-rural fringe.</p>	<p>Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe.</p>
16 - To conserve and enhance biodiversity	0	<p>The Burstow Stream makes up the northern boundary of the site and is of mixed quality in this area, and there may be some risk to biodiversity resources from development. An ancient woodland SNCI lies slightly to the east of the site. However, the site offers the opportunity to complete the Riverside Green Chain in this area, which balances any potential negative effects. The northern half of the site is within the River Mole BOA.</p>	<p>Development on this site should include the completion of the Riverside Green Chain, and development should be located in the southern part of the site to protect the biodiversity of the northern part. Development should be designed to not impact upon the nearby SNCI. Further investigation should be undertaken on the quality of the Burstow Stream in this area and the potential risks such a development might pose to it. Development should aim to improve biodiversity within the BOA.</p>

<b>NWH2 - Land at Bonehurst Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their	0	This site will not impact on housing delivery.	N/A

needs and which they can afford			
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. A public right of way runs across the site and would need to be preserved.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to a number of locally listed buildings and Grade II and Grade II Curtilage listed buildings, and an area of archaeological potential. The trees around the boundary of the site mean that development on this site will have very limited impact on these heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 2km from the nearest railway station, and 1.5km from the town centre and employment area. There is a regular bus service along Bonehurst Road, including buses to Redhill. The site is in a reasonably accessible location, and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Because the site is unlikely to significantly increase the use of cars, the impact on greenhouse gas emissions should be similarly neutral.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses. Only the southwest quadrant of the site is located in Flood Zone 1.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding. Only the southwest quadrant of the site is located in Flood Zone 1.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream passes near the site and is of mixed quality in this area. However, the stream is not directly adjacent to the site, and the site should therefore not have a negative impact.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is of low grade agricultural quality with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore increase noise and light pollution. The development itself may also suffer from noise and air pollution issues from the A23.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties.
15 - To protect and enhance landscape character	0	The site is located in the Rural Surrounds of Horley and adjacent to the Green Belt. However, it is in a tightly contained plot which is adjacent to existing development on three sides, and is therefore its impact on landscape character is likely to be limited. The site was assessed as part of the green belt review and found to be only of moderate importance in safeguarding countryside, and low importance in all other categories.	N/A

16 - To conserve and enhance biodiversity	0	The site contains nine trees with Tree Protection Orders, but no other biodiversity constraints, and it is likely that this small number of trees could be protected in any site design. The Burstow Stream runs near the site, but not adjacent to it. The northern half of the site is within the River Mole BOA.	Development on this site should protect trees with TPOs. Development should aim to improve biodiversity within the BOA.
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<b>SEH1 - Land at Fishers Farm and Bayhome Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site was allocated as a public open space in the 2005 BLP, and although it is not formally used for recreation purposes, the loss of public open space may have a negative impact on health and wellbeing. There is a public right of way along the southern boundary of the site which would need to be preserved.	Public rights of way should be retained. The provision of replacement open space on the site or elsewhere should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to two locally listed buildings and two Grade II listed buildings. These are partially shielded by trees.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is less than 1km from the railway station, 1.2km from the town centre, and 1.5km from the employment area. The site lies close to a road with regular public transport. The site is accessible by sustainable transport modes.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Because of its proximity to transport links, this site is very accessible by sustainable modes, and can somewhat contribute to a reduction in greenhouse gases.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	Part of the north and east of the site are located within Flood Zone 2 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	Parts of the north and east of the site are located within Flood Zone 2 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is graded as poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution. The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley	Development on the site should demonstrate that it will not have a detrimental impact on air quality within the AQMA. Mitigation measures should be explored to reduce the impacts of noise and light pollution, both on the development itself and on surrounding residential properties.

		AQMA.	
15 - To protect and enhance landscape character	0	This site is located within the Rural Surrounds of Horley, but is a long distance from the Green Belt, and is sandwiched between areas of existing residential development, and with a motorway and Gatwick Airport close to the south. The site was assessed in the green belt review and found to be of moderate importance for safeguarding countryside and low importance in all other categories. However, the southern part of the site is located within the Gatwick Open Setting. If development avoids the section of the Gatwick Open Setting, there should not be much impact on landscape character.	Development on the site should pay careful attention to the importance of the Gatwick Open Setting and be sensitively designed to respect the need to maintain separation between Horley and Gatwick Airport.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints, although there are group TPOs along the boundary.	N/A

<b>SEH2 - Land Between Balcombe Road and Railway, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is currently designated as Urban Open Land, and the loss of this to development could impact negatively on health and wellbeing. A public right of way passes along the northern boundary and would need to be preserved.	Public rights of way should be retained. The provision of replacement open Space on the site or elsewhere should Be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.5km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site lies along a road with regular public transport. The site is reasonably accessible by sustainable modes and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This site is fairly accessible by sustainable modes, and should not contribute to a significant increase in greenhouse gases.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	Only a very small amount of this site is located in Flood Zone 2, so the site should be well protected in the case of climate change worsening flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	Only a very small amount of this site is located in Flood Zone 2.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate	0	The site is unlikely to have an impact on water quality.	N/A

supply of water			
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is mostly poor quality agricultural land, with a small amount of moderate quality land. There is no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution. The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA.	Development on the site should demonstrate that it will not have a detrimental impact on air quality within the AQMA. Mitigation measures should be explored to reduce the impacts of noise and light pollution, both on the development itself and on surrounding residential properties.
15 - To protect and enhance landscape character	--	This site is located within the Rural Surrounds of Horley, but is a long distance from the Green Belt, and is sandwiched between areas of existing residential development, and with a motorway and Gatwick Airport directly to the south. The site was assessed in the green belt review and found to be of high importance for settlement separation and moderate importance for safeguarding countryside. The site is entirely within the Gatwick Open Setting. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	The location of development should aim to avoid infringing on the Gatwick Open Setting where possible, although this is unlikely to be possible in this instance.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>SEH3 - Land East of Balcombe Road, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. A public right of way runs along the southern and eastern boundaries of the site, and should be preserved.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.5km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site lies along a road with regular public transport. The site is reasonably accessible by sustainable modes and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	-	Development on this site would likely see the loss of some existing businesses, including a public house and restaurant.	Development should consider ways to incorporate existing businesses into the reconfigured site, and the potential impacts of construction on them if they are retained.

6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This site is fairly accessible by sustainable modes, and should not contribute to a significant increase in greenhouse gases.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The west of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The west of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate	0	The site is unlikely to have an impact on water quality.	N/A

supply of water			
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution. The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport.	Mitigation measures should be explored to reduce the impacts of noise and light pollution, both on the development itself and on surrounding residential properties.
15 - To protect and enhance landscape character	--	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. The site was assessed as part of the green belt review and found to be of high importance for settlement separation and moderate importance for safeguarding countryside. The site is entirely within the Gatwick Open Setting. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	The location of development should aim to avoid infringing on the Gatwick Open Setting where possible, although this is unlikely to be possible in this instance.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>SEH4 - Land off The Close and Haroldslea Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable	--	Developing a strategic employment site on this land would likely see the demolition of a significant number of existing houses on the site.	It is unclear that any mitigation action can be taken on this issue - altering the boundaries of the site to exclude the housing would likely

to their needs and which they can afford			make the site too small to be viable as an SES.
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. A public right of way runs along the eastern boundary of the site and should be preserved.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains two Grade II listed buildings, in the centre and east of the site. These are partially shielded by trees, but would restrict where development could take place.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the SES should be undertaken to protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is 1km from the railway station, and 1.5km from the town centre and the employment area. Regular public transport runs close to the site. The site is therefore fairly accessible by sustainable transport modes.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	-	This site would likely see existing developed land which is used for housing replaced by an employment site that could be located on another site.	To bring development forward on this site would require a clear understanding of how the lost housing will be replaced, so as not to undermine Objective 1. The use of an alternative site for the SES may be preferable.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a	N/A

		successful SES.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Because of its proximity to transport links, this site is very accessible by sustainable modes, and can somewhat contribute to a reduction in greenhouse gases.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The western part of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The western part of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream passes near the site and is of poor quality in this area. However, the stream is not directly adjacent to the site, and the site should therefore not have a negative impact.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	+	There is no known contamination on this site, but some contamination may have arisen from the industrial unit currently located in the centre of the parcel. Redevelopment on this site would require any contamination to be remediated, and could therefore have a positive impact. The site consists primarily of moderate quality agricultural land.	A full analysis and remediation of any contamination should be undertaken before development goes ahead on this site.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution. The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport.	Mitigation measures should be explored to reduce the impacts of noise and light pollution, both on the development itself and on surrounding residential properties.
15 - To protect and enhance landscape character	-	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. The site was assessed in the green belt review, and found to be of moderate importance for checking sprawl and low importance for all other categories. The southern part of the site is located within the Gatwick Open Setting. Consequently, development on this site would have some impact on landscape character.	Development on the site should pay careful attention to the importance of the Gatwick Open Setting and be sensitively designed to respect the need to maintain separation between Horley and Gatwick Airport.
16 - To conserve and enhance biodiversity	-	The site contains a large number of trees with Tree Protection Orders, which might be at risk in case of development.	Development on this site should retain protected trees.

<b>SEH5 - Land West of Burstow Stream</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. A number of public rights of way run along the boundary of the site, and one public right of way runs through the site. These will need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to some locally listed buildings at Harold'slea House and two Grade II listed buildings within the boundaries of site SE4 to the west.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the railway station and 1.7km away from the town centre and employment area, and is only accessible from a narrow road with no public transport. This site is likely to increase car use in the surrounding area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	++	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	This site would not negatively affect climate change adaptation attempts.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	Some eastern parts of this site are located in Flood Zones 2 or 3 or in areas at risk of surface flooding, however these areas are limited enough that development could take place in such a way as to avoid them.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Further investigation should be undertaken into the threats and opportunities a development on this site would pose to the Burstow stream, and how damaging run-off from the site can be avoided or minimised.

13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is half of moderate agricultural quality and half of poor quality. The site may contain some contaminated land due to former industrial use, and this would need to be investigated and remediated if development takes place, leading to a possible improvement in land contamination.	Development on this site should include Remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is a reasonable distance from the nearest major residential developments, reducing its potential noise and light pollution impacts. However, air quality is likely to decrease due to the site's location encouraging car use, and the site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes. Consideration should also be given to mitigation measures that could reduce the impact of noise pollution on the site.
15 - To protect and enhance landscape character	--	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. However, the site was assessed in the green belt review and found to be of high importance for checking sprawl and safeguarding countryside, and moderate importance for separating settlements, and was overall rated as being of the highest priority. The southern part of the site also falls within the Gatwick Open Setting. Consequently, development on this site would potentially have a significant impact on landscape character.	Development on the site should pay careful attention to the importance of the Gatwick Open Setting and be sensitively designed to respect the need to maintain separation between Horley and Gatwick Airport. Development should also be extremely conscious of any impacts on the green belt purposes in this parcel, and would need to be designed in a very sensitive way to respect these purposes.

16 - To conserve and enhance biodiversity	-	Part of the site is a potential area of nature conservation importance, which would be at risk in the case of development on the site. The eastern side of the site is within the River Mole BOA.	Buffer zones may be required between development on the site and the potential SNCI. The development should aim to improve biodiversity within the BOA.
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<b>SEH6 - Land at Newstead Hall</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is heavily wooded at the moment, and removal of some of these trees for development may impact on air quality and cooling in the immediate vicinity. Public rights of way run along all boundaries except the east, and will need to be retained.	Public rights of way should be retained. Options should be explored for Maintaining as many trees as possible.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites, although there are two locally listed buildings just to the southeast of the site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1km from the railway station, 1.3km from the town centre, and 1.5km from the employment area. There is no public transport directly to the site, although public transport runs regularly along nearby Balcombe Road. This site is reasonably accessible by sustainable modes of transport.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being fairly accessible by sustainable transport modes, the site is likely to have a limited impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.

11 - To reduce flood risk	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is predominantly poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution.	Mitigation measures should be explored to reduce the impacts of noise and light pollution on surrounding residential properties.
15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley and therefore less likely to have a strong negative impact on landscape character. The site was assessed in the green belt review and found to have moderate importance for safeguarding countryside and low importance for all other categories. The landscape character impact on this site is likely to be limited, as long as development is sensitively integrated with the woodland character of much of the site.	Development on this site will need to be sensitively designed to retain and integrate with the woodland setting.

16 - To conserve and enhance biodiversity	--	A large proportion of the site is covered with dense, protected woodland which provides an important habitat for biodiversity. The eastern half of the site is within the River Mole BOA.	Any development of the site will need to be carefully designed to retain the protected woodland without damaging biodiversity. Development on the site would consequently be restricted to a fairly small portion of the land. Development should aim to improve biodiversity within the BOA.
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<b>SEH7 - Land at Wilgers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	This site has previously been considered as a possible town park for Horley, and an alternative use would prevent delivery of recreation, sport, and leisure options on the site. This could have a negative effect on the health of Horley residents. A public right of way runs along the western boundary of the site and would need to be retained.	Development on the site could consider the possible provision of formal public open space alongside the SES. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and	-	The site currently contains three locally listed buildings, and is adjacent to a Grade II listed buildings. All of	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be

their settings		these heritage assets are somewhat shielded by trees.	avoided. Sensitive design of the SES could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from the employment area, 1.2km from the town centre, and 1.5km from the railway station, and there is good public transport access along Smallfield Road. This site is fairly accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being accessible by public transport, the site is likely to have a limited impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is a combination of moderate and poor grade agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution.	Mitigation measures should be explored to reduce the impacts of noise and light pollution on surrounding residential properties.

15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley and therefore less likely to have a strong negative impact on landscape character. The site was assessed in the green belt review and found to have a high importance for safeguarding countryside, and low importance on all other categories. The landscape character impact on this site is likely to be limited.	N/A
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The eastern half of the site, and much of the northern part of the site, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH8 - Land at Farney View Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. There is a public right of way along the southern and western boundaries that will need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and	0	The site contains no archaeological or historical assets, although it is close to some locally listed buildings at	N/A

cultural assets and their settings		Wilgers Farm.	
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1km from the railway station and 1.3km from the town centre and employment area, although access is currently down a small residential road, with the nearest public transport running along Balcombe Road. This site is somewhat accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being accessible by public transport, the site is likely to have a limited impact on greenhouse gas emissions.	N/A
9 - To use natural resources	0	This site will not affect the use of natural resources.	N/A

prudently			
10 - To adapt to the changing climate	--	The site is almost entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
11 - To reduce flood risk	--	The site is almost entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	This site is directly adjacent to residential properties, and may therefore have some impact on noise and light pollution.	Mitigation measures should be explored to reduce the impacts of noise and light pollution on surrounding residential properties.

15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley. The site was assessed in the green belt review and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl. The landscape character impact on this site is likely to be limited.	N/A
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The majority of the site, with the exception of small areas to the south and west, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH9 - Land East of Wilgers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 2km from the railway station and 1.7km from the town centre and employment area, although public transport routes run close to the site along Smallfield Road. The distance from the centre of Horley means this site is likely to	Development should incorporate pedestrian and cycle linkages.

		increase car use.	
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
11 - To reduce flood risk	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Due to the distance from residential areas, this site should not increase the impacts of noise or light pollution. However, because the site is likely to increase car traffic, it is likely to have a negative impact on air quality.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes.

15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of the town. The site is close to some residential properties, but in general would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl. Development on this site would likely have some negative impact on landscape character.	Development should also be extremely conscious of any impacts on the green belt purposes in this parcel, and would need to be designed in a very sensitive way to respect these purposes.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. Almost the entire site, with the exception of a small area in the southeast, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH10 - Land East of Farney View Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. There are public rights of way along the southern and eastern boundaries of the site, and one that crosses the site, and these would need to be	Public rights of way should be retained.

		retained.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites, although it is adjacent to a scheduled ancient monument and a Grade II listed building. These heritage assets are both well shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 1.4km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site is located in area with no public transport and is currently accessible via narrow rural roads. Development on this site would be likely to significantly increase car use in the surrounding area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	+	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy. However, this site is below the 20ha size threshold that is estimated to be required for a successful SES.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	A large proportion of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	A large proportion of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Due to the distance from residential areas, this site should not increase the impacts of noise or light pollution. However, because the site is likely to increase car traffic, it is likely to have a negative impact on air quality.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes.
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl and separating settlements. Development on this site would likely have a negative impact on landscape character.	Development should also be extremely conscious of any impacts on the green belt purposes in this parcel, and would need to be designed in a very sensitive way to respect these purposes.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The western half of the site, and small areas in the south and east of the site, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH11 - Land at Harrowsley Green Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A
2 - To facilitate the improved health and wellbeing of the whole	0	This site will not impact on health and wellbeing. A public right of way passes through the western portion of the site and	Public rights of way should be retained.

population		along the southern boundary.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains one locally listed building and one Grade II listed building, and is adjacent to a scheduled ancient monument. Neither site is particularly well shielded from the rest of the site.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the SES could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 2.5km from the railway station, and 2km from the town centre and the employment area, although there are some public transport routes passing the site along Smallfield Road. However, development on this site would be likely to significantly increase car use in the surrounding area.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	Large parts of the site are located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses. However, there is still significant space to develop, even if areas prone to flooding are not used.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	Significant parts of the site are located within Flood Zones 2 and 3 and areas at risk of surface flooding. However, there is still significant space to develop, even if areas prone to flooding are not used.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is partially adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site consists of a mix of moderate and poor quality agricultural land, and part of the site is subject to localised ground contamination. Development on this site would be required to remediate this contamination.	A full analysis and remediation of any contamination should be undertaken before development goes ahead on this site.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Due to the distance from residential areas, this site should not increase the impacts of noise or light pollution. However, because the site is likely to increase car traffic, it is likely to have a negative impact on air quality.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and found to be of high importance for safeguarding countryside and separating settlements and moderate importance for checking sprawl, and was overall rated as being of the highest priority. Development on this site would likely have a very negative impact on landscape character.	Development should also be extremely conscious of any impacts on the green belt purposes in this parcel, and would need to be designed in a very sensitive way to respect these purposes.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The northern half of the site is within the River Mole BOA.	Development should aim to improve biodiversity in the BOA.

<b>SEH12 - Land South of Haroldslea Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	This site will not impact on housing delivery.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. Public rights of way pass across the northern and eastern boundaries of the site, and will need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	--	This site contains a scheduled ancient monument and three locally listed buildings that may be impacted by any development, although these are currently well shielded by trees.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the SES could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 2km from the railway station, and 2.5km from the town centre and the employment area, and there are no public transport routes passing the site. Development on this site would be likely to significantly increase car use in the surrounding area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site does not utilise previously developed land, but it is unlikely that any previously developed site in the south of the borough of a suitable size for a strategic employment site will become available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would boost the economy of the borough.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	++	Studies have shown that an employment site in the south of the borough would provide for pent-up demand for this kind of provision and would provide jobs that would meet the need of the local economy.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By not reducing the need to travel, this site would not reduce greenhouse gas emissions	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off. This would severely limit the footprint of any development on this site.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off.	Mitigation measures should be explored to reduce the impacts of run-off or other impacts on the Burstow Stream.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land	N/A

		with no known contamination.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is a reasonable distance from the nearest major residential developments, reducing its potential noise and light pollution impacts. However, air quality is likely to decrease due to the site's location encouraging car use, and the site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes. Mitigation measures should be explored to reduce the impacts of noise and light pollution on the development.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and found to be of high importance for safeguarding countryside and separating settlements and moderate importance for checking sprawl, and was overall rated as being of the highest priority. Development on this site would likely have a negative impact on landscape character.	Development should also be extremely conscious of any impacts on the green belt purposes in this parcel, and would need to be designed in a very sensitive way to respect these purposes.
16 - To conserve and enhance biodiversity	-	The site contains part of a Potential Site of Nature Conservation Importance and is adjacent to an existing SNCI. Much of the south and west of the site is within the River Mole BOA.	Development should be designed to not impact upon the nearby SNCI, and a buffer zone may be appropriate. Development should aim to improve biodiversity in the BOA.

## Appendix L – Safeguarded Land Spatial Options Assessment

1 - Numerous small scale extensions to urban areas			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Small extensions would each be expected to provide up to 500 houses. This is only around one year's worth of housing in comparison to the borough's expected housing need in the next plan period, and numerous small extensions would be needed to make a bigger impact. Small extensions will have a positive impact on housing provision, but not as strong as some of the other options.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	Small extensions would be unlikely to feature significant additional public open space or health facilities, although they may include some. Being located at the edge of existing towns, they may be some walking distance from town centres, encouraging people to use motorised transport instead. The impact of small extensions on health and wellbeing may therefore be somewhat negative.	New developments should provide some local open space or play facilities for new residents. Improved pedestrian and bicycle facilities should be provided.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	?	This will be dependent upon the location of specific extensions and their proximity to heritage assets.	N/A

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>-</p>	<p>Small extensions will be located at the edge of existing urban areas, where public transport is often poor. The smaller size of these extensions means they are unlikely to be able to attract new public transport services, or to contain significant services, facilities, or employment uses. Bicycle and pedestrian facilities should be provided, but the existing networks at the edges of towns, particularly in terms of bicycle facilities, are poor and additional facilities may not have a strong impact on modal choice. Consequently, small extensions are likely to encourage the use of cars rather than sustainable transport modes.</p>	<p>Improved pedestrian and bicycle facilities should be provided. Consideration should be given to improved public transport access.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>+</p>	<p>This will be somewhat dependent upon the location of specific extensions, but urban extensions are slightly more likely to be located on previously developed land at the urban fringe.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>0</p>	<p>Development of new housing contributes to economic growth in the borough, although small extensions will likely not be big enough to provide for employment uses, limiting their overall impact on the local economy.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	<p>+</p>	<p>New housing provides short term construction jobs, although small extensions would be unlikely to contain</p>	<p>N/A</p>

		significant employment uses that might generate longer term jobs.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	If small extensions lead to an increase in car use due to a lack of public transport and distance from services and facilities, greenhouse gas emissions will increase in the borough.	Improved public transport access could reduce car use, and development should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Building houses uses natural resources, and new residents use water and energy - however, this issue applies equally to all spatial options.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	?	Increased flood risk is likely to be one of the most important climate change adaptation issues in coming years, and the level of risk will depend upon the location of specific extensions. Beyond this, sites should be designed to provide passive heating and cooling where possible, but this issue applies equally to all sites.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	?	This will be dependent upon the location of specific extensions.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	To some extent, this is dependent upon the location of specific extensions - however, smaller extensions with smaller numbers of new houses and residents,	Existing water features on any site should be protected from the impacts of development.

		and which are distributed more evenly across the borough, are likely to put less stress on existing water infrastructure.	
13 - To reduce land contamination and safeguard soil quality and quantity	?	This will be dependent upon the location of specific extensions.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This will be somewhat dependent upon the location of specific extensions and their proximity to air quality and noise designations such as the Gatwick noise contours or the AQMAs. However, urban extensions, being based on the edge of existing urban areas, are more likely to cause some amenity problems for neighbouring properties during the construction period. This will be temporary, however, and the overall impact is likely to be fairly neutral.	A construction statement could be used to set out how construction impacts will be mitigated. Development in AQMAs must demonstrate that it will not worsen air quality in the area, and development in areas of noise or light pollution must demonstrate how the effects of these issues will be mitigated for new residents.
15 - To protect and enhance landscape character	+	This will be somewhat dependent upon the location of specific extensions, but small extensions on the edge of existing urban areas are likely to be located in areas of lower sensitivity to landscape change, and will be likely to have a lesser impact on the landscape anyway due to their size.	Urban extensions should be sensitively designed to take into account their location on the fringe of the urban area, and should avoid appearing as sprawl into the countryside. Development should maintain existing landscape features where possible.

16 - To conserve and enhance biodiversity	?	This will be dependent upon the location of specific extensions and the biodiversity assets they contain or are close to.	Development should be expected to protect biodiversity assets and maintain existing trees as far as possible. Developments within Biodiversity Opportunity Areas should aim to enhance, or at the very least not negatively impact upon, biodiversity within the BOA.
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<b>2 - A few medium extensions to urban areas</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Medium extensions would each be expected to provide between 501 and 700 houses. A few extensions of this size could provide a fairly important contribution towards meeting the borough's expected housing need in the next plan period, and will have a positive impact on housing provision.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	Medium extensions may feature some additional public open space, although they may not be large enough to support additional health facilities. Being located at the edge of existing towns, they may be some walking distance from town centres, encouraging people to use motorised transport instead. The impact of medium extensions on health and wellbeing is likely to be fairly neutral.	New developments should provide some local open space or play facilities for new residents. Improved pedestrian and bicycle facilities should be provided.
3 - To conserve and enhance archaeological,	?	This will be dependent upon the location of specific extensions and	N/A

historic, and cultural assets and their settings		their proximity to heritage assets.	
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	Medium extensions will be located at the edge of existing urban areas, where public transport is often poor. The size of these extensions means they are unlikely to be able to attract new public transport services, and may provide only a limited amount of services, facilities, or employment uses. Bicycle and pedestrian facilities should be provided, but the existing networks at the edges of towns, particularly in terms of bicycle facilities, are poor and additional facilities may not have a strong impact on modal choice. Consequently, medium extensions are likely to encourage the use of cars rather than sustainable transport modes.	Improved pedestrian and bicycle facilities should be provided. Consideration should be given to improved public transport access.
5 - To make the best use of previously developed land and existing buildings	+	This will be somewhat dependent upon the location of specific extensions, but urban extensions are slightly more likely to be located on previously developed land at the urban fringe.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	Development of new housing contributes to economic growth in the borough, and medium extensions may be able to provide some employment uses, having a positive impact on the local economy.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	+	New housing provides short term construction jobs, and medium extensions may be able to provide some employment uses that might generate longer term jobs.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	If medium extensions lead to an increase in car use due to a lack of public transport and distance from services and facilities, greenhouse gas emissions will increase in the borough.	Improved public transport access could reduce car use, and development should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Building houses uses natural resources, and new residents use water and energy - however, this issue applies equally to all spatial options.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	?	Increased flood risk is likely to be one of the most important climate change adaptation issues in coming years, and the level of risk will depend upon the location of specific extensions. Beyond this, sites should be designed to provide passive heating and cooling where possible, but this issue applies equally to all sites.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	?	This will be dependent upon the location of specific extensions.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	+	To some extent, this is dependent upon the location of specific extensions - however, medium extensions will spread new residents across a range of sites, and are therefore somewhat likely to put less stress on existing water infrastructure.	Existing water features on any site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	?	This will be dependent upon the location of specific extensions.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This will be somewhat dependent upon the location of specific extensions and their proximity to air quality and noise designations such as the Gatwick noise contours or the AQMAs. However, urban extensions, being based on the edge of existing urban areas, are more likely to cause some amenity problems for neighbouring properties during the construction period. This will be temporary, however, and the overall impact is likely to be fairly neutral.	A construction statement could be used to set out how construction impacts will be mitigated. Development in AQMAs must demonstrate that it will not worsen air quality in the area, and development in areas of noise or light pollution must demonstrate how the effects of these issues will be mitigated for new residents.
15 - To protect and enhance landscape character	+	This will be somewhat dependent upon the location of specific extensions, but medium extensions on the edge of existing urban areas are likely to be located in areas of lower sensitivity to landscape change, although care will have to be taken that the extensions do not	Urban extensions should be sensitively designed to take into account their location on the fringe of the urban area, and should avoid appearing as sprawl into the countryside. Development should maintain existing landscape features where possible.

		significantly close the gaps between existing settlements.	
16 - To conserve and enhance biodiversity	?	This will be dependent upon the location of specific extensions and the biodiversity assets they contain or are close to.	Development should be expected to protect biodiversity assets and maintain existing trees as far as possible. Developments within Biodiversity Opportunity Areas should aim to enhance, or at the very least not negatively impact upon, biodiversity within the BOA.

<b>3 - A single large extension to an urban area</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	A large extension would be expected to provide over 701 houses. This would be a fairly important contribution to meeting the borough's expected housing need in the next plan period, and will have a very positive impact on housing provision.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	A large extension would be expected to contain significant additional public open space, and may also be large enough to support additional health facilities. Being located at the edge of an existing town, it may be some walking distance from existing town centres, but may also be able to	New developments should provide some local open space or play facilities for new residents. Improved pedestrian and bicycle facilities should be provided.

		provide a new local centre to which residents could walk or cycle. The impact of a large extension on health and wellbeing could therefore be quite positive.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	?	This will be dependent upon the location of specific extensions and their proximity to heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	A large extension will be located at the edge of an existing urban area, where public transport is often poor. A large enough extension may, however, be able to support some additional public transport services, most likely in the form of buses. A large extension could also contain some additional services, facilities, and employment uses, reducing the need to travel to more distant town centres - although this must be balanced by the reality that many residents will still need to commute out of the extension for work. Bicycle and pedestrian facilities should be provided, and if a strong enough network of these facilities is provided in the extension, it may have some impact on modal choice. A large extension is likely to	Improved pedestrian and bicycle facilities should be provided. Consideration should be given to improved public transport access.

		have a fairly neutral overall impact, leading to some additional use of cars from new residents, but with the possibility of reducing the need to travel and encouraging sustainable transport modes in other ways.	
5 - To make the best use of previously developed land and existing buildings	+	This will be somewhat dependent upon the location of specific extensions, but urban extensions are slightly more likely to be located on previously developed land at the urban fringe.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Development of new housing contributes to economic growth in the borough, and a large extension may be likely to provide some employment uses and possibly a significant local centre, having a positive impact on the local economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New housing provides short term construction jobs, and a large extension may be able to provide significant employment uses and a	N/A

		local centre that might generate longer term jobs.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	By possibly encouraging some elements of sustainable transport and providing a walkable local centre, a large extension would not significantly increase greenhouse gas emissions in the borough.	Improved public transport access could reduce car use, and development should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Building houses uses natural resources, and new residents use water and energy - however, this issue applies equally to all spatial options.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	?	Increased flood risk is likely to be one of the most important climate change adaptation issues in coming years, and the level of risk will depend upon the location of specific extensions. Beyond this, sites should be designed to provide passive heating and cooling where possible, but this issue applies equally to all sites.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	?	This will be dependent upon the location of specific extensions.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	To some extent, this is dependent upon the location of specific extensions - however, a large extension may potentially place additional stress on existing water infrastructure in the area it is located.	Existing water features on any site should be protected from the impacts of development. For larger extensions, further investigation may be needed of possible impacts on river and groundwater quality.
13 - To reduce land contamination and safeguard soil quality and quantity	?	This will be dependent upon the location of specific extensions.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This will be somewhat dependent upon the location of specific extensions and their proximity to air quality and noise designations such as the Gatwick noise contours or the AQMAs. However, urban extensions, being based on the edge of existing urban areas, are more likely to cause some amenity problems for neighbouring properties during the construction period. This will be temporary, however, and the overall impact is likely to be fairly neutral.	A construction statement could be used to set out how construction impacts will be mitigated. Development in AQMAs must demonstrate that it will not worsen air quality in the area, and development in areas of noise or light pollution must demonstrate how the effects of these issues will be mitigated for new residents.
15 - To protect and enhance landscape character	-	This will be somewhat dependent upon the location of specific extensions, but a large extension on the edge of existing urban areas is likely to have some negative impact on the surrounding landscape due to the largely rural nature of the borough outside of existing urban areas. A large extension	Urban extensions should be sensitively designed to take into account their location on the fringe of the urban area, and should avoid appearing as sprawl into the countryside. Development should maintain existing landscape features where possible. Location of development within a site should take into account

		is also likely to lead to a reduction in settlement separation somewhere in the borough.	the need to maintain settlement separation as far as possible.
16 - To conserve and enhance biodiversity	?	This will be dependent upon the location of specific extensions and the biodiversity assets they contain or are close to.	Development should be expected to protect biodiversity assets and maintain existing trees as far as possible. Developments within Biodiversity Opportunity Areas should aim to enhance, or at the very least not negatively impact upon, biodiversity within the BOA.

4 - Medium standalone settlement			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	A medium standalone settlement would be expected to provide between 1,000 and 2,000 houses. This would be a significant contribution to meeting the borough's expected housing need in the next plan period, and will have a very positive impact on housing provision.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	+	A standalone settlement would be expected to contain significant additional public open space, and various services which may include health facilities. A new local/town centre would be provided, and being planned from scratch could be designed to be very accessible by walking and cycling from the rest of the settlement. The impact of a medium standalone settlement on health and wellbeing could therefore be quite positive.	New developments should provide some local open space or play facilities for new residents. High quality pedestrian and bicycle facilities should be provided, and should form a coherent network.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	?	This will be dependent upon the location of specific settlements and their proximity to heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	A standalone settlement, being isolated from the existing urban area, is likely to be built in a place that currently has limited or no public transport. Due to the relatively modest size of a medium standalone settlement, there is a risk that there is not enough demand to provide any additional public transport to the finished settlement. A standalone settlement would contain some services, facilities, and employment uses, reducing the need to travel to other urban areas - although this must be balanced by the reality that many residents will still need to	Significant pedestrian and bicycle facilities should be provided, and form a coherent network. Consideration should be given to improved public transport access.

		<p>commute to other settlements for work. Extensive bicycle and pedestrian facilities can be provided from the beginning of the settlement, and the local/town centre can be designed to be extremely accessible by walking and cycling from the rest of the settlement - if a strong enough network of these facilities is provided in the extension, it may have some impact on modal choice. A medium standalone settlement is likely to have a somewhat negative impact on car use and sustainable travel, with additional use of cars from new residents and commuters unlikely to be balanced by increased public transport accessibility, albeit with some possibility of encouraging walking and cycling in the local area.</p>	
5 - To make the best use of previously developed land and existing buildings	-	<p>This will be somewhat dependent upon the location of specific extensions, but due to the nature of their countryside locations standalone settlements are slightly less likely to be located on previously developed land.</p>	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	<p>Development of new housing contributes to economic growth in the borough, and a medium standalone settlement would likely provide some employment uses and a local/town centre,</p>	N/A

		having a positive impact on the local economy.	
7 - To provide for employment opportunities to meet the needs of the local economy	++	New housing provides short term construction jobs, and a medium standalone settlement may be able to provide significant employment uses and a local/town centre that might generate longer term jobs.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	By possibly encouraging some elements of sustainable transport and providing a walkable local centre, a medium standalone settlement would not significantly increase greenhouse gas emissions in the borough.	The development of walkable local centres and the provision of nearby services and facilities could reduce car use, and development should provide improved bicycle and pedestrian facilities. If public transport can be provided to the settlement, car use among commuters could be reduced somewhat.
9 - To use natural resources prudently	0	Building houses uses natural resources, and new residents use water and energy - however, this issue applies equally to all spatial options.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	?	Increased flood risk is likely to be one of the most important climate change adaptation issues in coming years, and the level of risk will depend upon the location of specific settlements. Beyond this, sites should be designed to provide passive heating and cooling where possible, but this issue applies equally to all sites.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	?	This will be dependent upon the location of specific settlements.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	To some extent, this is dependent upon the location of specific settlements - however, a standalone settlement may potentially place additional stress on existing water infrastructure in the area it is located. On the other hand, by being located away from existing urban areas, it may also disperse the stress on water infrastructure in a way that extensions to the existing urban areas may not.	Existing water features on any site should be protected from the impacts of development. For standalone settlements, further investigation may be needed of possible impacts on river and groundwater quality.
13 - To reduce land contamination and safeguard soil quality and quantity	?	This will be dependent upon the location of specific settlements.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	This will be somewhat dependent upon the location of specific settlements and their proximity to air quality and noise designations such as the Gatwick noise contours or the AQMAs. Being based outside of existing urban areas, standalone settlements are likely to cause disruption to fewer people during the construction process, although the experience	A construction statement could be used to set out how construction impacts will be mitigated. Development in AQMAs must demonstrate that it will not worsen air quality in the area, and development in areas of noise or light pollution must demonstrate how the effects of these issues will be mitigated for new residents.

		of disruption may itself be greater for individuals living in currently rural areas near the new settlement. The overall impact is likely to be fairly neutral.	
15 - To protect and enhance landscape character	--	This will be somewhat dependent upon the location of specific extensions, but a new settlement in the countryside is likely to have some negative impact on the surrounding landscape due to the largely rural nature of the borough outside of existing urban areas. A standalone settlement is likely to lead to a significant reduction in the openness of the countryside, and a reduction in settlement separation, and may have more of a visual impact upon landscape designations like the AONB and AGLV than an extension to existing urban areas would.	Standalone settlements should be suitably dense so as to appear as clear new settlements in the countryside, rather than formless sprawl. Consideration should be given to the possible impact on landscape designations like the AONB and AGLV. Development should maintain existing landscape features where possible.
16 - To conserve and enhance biodiversity	?	This will be dependent upon the location of specific settlements and the biodiversity assets they contain or are close to.	Development should be expected to protect biodiversity assets and maintain existing trees as far as possible. Developments within Biodiversity Opportunity Areas should aim to enhance, or at the very least not negatively impact upon, biodiversity within

			the BOA.
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<b>5 - Large standalone settlement</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	A large standalone settlement would be expected to provide over 2,000 houses. This would be a significant contribution to meeting the borough's expected housing need in the next plan period, and will have a very positive impact on housing provision.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	A standalone settlement would be expected to contain significant additional public open space, and various services which may include health facilities. A new town centre would be provided, and being planned from scratch could be designed to be very accessible by walking and cycling from the rest of the settlement. The impact of a large standalone settlement on health and wellbeing could therefore be quite positive.	New developments should provide some local open space or play facilities for new residents. High quality pedestrian and bicycle facilities should be provided, and should form a coherent network.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	?	This will be dependent upon the location of specific settlements and their proximity to heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all	0	A standalone settlement, being isolated from the existing urban area, is likely to be built in a place that currently has limited or no public transport. However, due	Significant pedestrian and bicycle facilities should be provided, and form a coherent network. Consideration should be given to improved public transport access.

services and facilities

to its size and concentration of residents, there may be enough demand to provide additional public transport to the finished settlement, although this is very likely to be buses rather than trains. A large standalone settlement would also contain significant levels of services, facilities, and employment uses, reducing the need to travel to other urban areas - although this must be balanced by the reality that many residents will still need to commute to other settlements for work. Extensive bicycle and pedestrian facilities can be provided from the beginning of the settlement, and the local/town centre can be designed to be extremely accessible by walking and cycling from the rest of the settlement - if a strong enough network of these facilities is provided in the extension, it may have some impact on modal choice. On balance, a large standalone settlement is likely to lead to an increase in car use in some respects (particularly commuting), while potentially providing for less car use than some extensions by providing more retail, services, and employment options.

5 - To make the best use of previously developed land and existing buildings	-	This will be somewhat dependent upon the location of specific extensions, but due to the nature of their countryside locations standalone settlements are slightly less likely to be located on previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	Development of new housing contributes to economic growth in the borough, and a large standalone settlement would provide some employment uses and a town centre, having a positive impact on the local economy.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New housing provides short term construction jobs, and a large standalone settlement may be able to provide significant employment uses and a town centre that might generate longer term jobs.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	By possibly encouraging some elements of sustainable transport and providing a walkable local centre, a large standalone settlement would not significantly increase greenhouse gas emissions in the borough.	The development of walkable town centres and the provision of nearby services and facilities could reduce car use, and development should provide improved bicycle and pedestrian facilities. If public transport can be provided to the settlement, car use among commuters could be reduced somewhat.
9 - To use natural resources prudently	0	Building houses uses natural resources, and new residents use water and energy - however, this issue applies equally to all spatial options.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	?	Increased flood risk is likely to be one of the most important climate change adaptation issues in coming years, and the level of risk will depend upon the location of specific settlements. Beyond this, sites should be designed to provide passive heating and cooling where possible, but this issue applies equally to all sites.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	?	This will be dependent upon the location of specific settlements.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	To some extent, this is dependent upon the location of specific settlements - however, a standalone settlement may potentially place additional stress on existing water infrastructure in the area it is located. On the other hand, by being located away from existing urban areas, it may also disperse the stress on water infrastructure in a way that extensions to the existing urban areas may not.	Existing water features on any site should be protected from the impacts of development. For standalone settlements, further investigation may be needed of possible impacts on river and groundwater quality.
13 - To reduce land contamination and safeguard soil quality and quantity	?	This will be dependent upon the location of specific settlements.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

<p>14 - To ensure air quality continues to improve and noise and light pollution are reduced</p>	<p>0</p>	<p>This will be somewhat dependent upon the location of specific settlements and their proximity to air quality and noise designations such as the Gatwick noise contours or the AQMAs. Being based outside of existing urban areas, standalone settlements are likely to cause disruption to fewer people during the construction process, although the experience of disruption may itself be greater for individuals living in currently rural areas near the new settlement. The overall impact is likely to be fairly neutral.</p>	<p>A construction statement could be used to set out how construction impacts will be mitigated. Development in AQMAs must demonstrate that it will not worsen air quality in the area, and development in areas of noise or light pollution must demonstrate how the effects of these issues will be mitigated for new residents.</p>
<p>15 - To protect and enhance landscape character</p>	<p>--</p>	<p>This will be somewhat dependent upon the location of specific extensions, but a new settlement in the countryside is likely to have some negative impact on the surrounding landscape due to the largely rural nature of the borough outside of existing urban areas. A standalone settlement is likely to lead to a significant reduction in the openness of the countryside, and a reduction in settlement separation, and may have more of a visual impact upon landscape designations like the AONB and AGLV than an extension to existing urban areas would.</p>	<p>Standalone settlements should be suitably dense so as to appear as clear new settlements in the countryside, rather than formless sprawl. Consideration should be given to the possible impact on landscape designations like the AONB and AGLV. Development should maintain existing landscape features where possible.</p>

<p>16 - To conserve and enhance biodiversity</p>	<p>?</p>	<p>This will be dependent upon the location of specific settlements and the biodiversity assets they contain or are close to.</p>	<p>Development should be expected to protect biodiversity assets and maintain existing trees as far as possible. Developments within Biodiversity Opportunity Areas should aim to enhance, or at the very least not negatively impact upon, biodiversity within the BOA.</p>
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## Appendix M – Safeguarded Land Sites

BAN1 - Land North of Croydon Lane			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 311 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site contains some fields used as sports facilities, and development on this site may lead to the loss of these facilities, which could impact on health and wellbeing. A public right of way crosses the site and should be retained. The site is within walking distance of the town centre, but is further from the train station. The site is unlikely to have a significant effect on health and wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints to this site.	N/A

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>-</p>	<p>The site is 0.6km from the town centre, 0.5km from a GP surgery, and directly adjoins a primary school. However, other facilities are further away - including the train station (1.6km), a secondary school (2.4km), and the nearest employment area (5.7km). There are no dedicated bicycle facilities in the area. A bus service runs past the site every half hour. Croydon Lane, to the south of the site, contains a pedestrian pavement, and there may be pedestrian and cycle access available through the adjoining residential area. The site is well located for the town centre, but the distance from other services is likely to increase car use somewhat.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The site is primarily undeveloped, with some residential buildings on the southern boundary.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>+</p>	<p>New developments contribute to economic growth within the borough. The site is around 0.6km from Banstead town centre, and additional housing in this area would be likely to provide support for businesses in this area.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	<p>+</p>	<p>New developments provide short term employment opportunities in construction within the borough.</p>	<p>N/A</p>

8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil	0	The site will not have a significant impact on land quality or contamination -	N/A

quality and quantity		the site is moderate quality agricultural land with no known contamination.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The land parcel is relatively flat and actively farmed. It abuts the urban area and the prison and therefore is within an area of low sensitivity. The land parcel contains many of the characteristics of the landscape character including small and medium sized fields and good hedgerows. The established trees delineating the land parcel restrict wide ranging views. Development would need to retain the existing hedgerows and field pattern. A small area of the northwest of the site is common land. Development on this site would not be likely to have a significant impact on landscape character in the area.	Development should be sensitively designed to respect the location on the urban-rural fringe, and maintain existing field patterns, hedgerows, and trees where possible. Development should not take place on common land.
16 - To conserve and enhance biodiversity	0	The site is adjacent to an SNCI (Areas Adjacent to Banstead Downs SSSI) to the northwest, with an SSSI (Banstead Downs) just beyond that to the west. A buffer zone may be required to protect	Trees with TPOs should be preserved, as should other mature trees where possible. A buffer zone may be required between development and the SNCI.

		these areas. There are two TPOs on the site, and other mature trees that should be preserved where possible.	
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<b>BAN2 - Land South of Croydon lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 328 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	A public right of way runs across the southern part of the site. The site is within walking distance of the town centre and some facilities, but is further away from others. The site is unlikely to have a significant effect on health or wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints to this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 0.6km from the town centre, 0.2km from a GP surgery, and 0.4km from a primary school. However, other facilities are further away - including the train station (1.6km), a secondary school (2.5km), and the nearest employment area (5.9km). There are no dedicated bicycle facilities in the area. A bus service runs past the site every half hour. Croydon Lane to	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks.

		the north of the site, and Woodmansterne Lane to the south, both contain pedestrian pavements, and pedestrian and cycle access may be available through residential areas to the south and west of the site. The site is well located for the town centre, but the distance from other services is likely to increase car use somewhat.	
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with some residential buildings on the southern boundary.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 0.6km from Banstead town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is moderate quality agricultural land, and there may be some land contamination in the southern part of the site due to former industrial and agricultural uses. This contamination will need to be investigated and remediated if development goes ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential	A construction statement could be used to set out how construction impacts will be mitigated.

		properties, and air quality may also be slightly impacted by an increase in traffic.	
15 - To protect and enhance landscape character	--	The land parcel is relatively flat, agricultural land. The land parcel is within an area of medium sensitivity and abuts the urban area. The land parcel contains some of the landscape characteristics including small to medium sized fields and some well-established trees and hedgerows. The land parcel is relatively open to the main roads (low hedgerows) and therefore development would need to be mindful of views. Development should also seek to retain the existing field pattern, trees and hedgerows. The site directly adjoins the urban area of Banstead, and would appear as an extension of the town eastward, and an infilling between the town and Woodmansterne to the southwest. Development on this site would likely have a strong impact on landscape character in the area, particularly in terms of convergence of settlements.	Development should be sensitively designed to respect the location on the urban-rural fringe, to respect long range views, and to maintain existing field patterns, hedgerows, and trees where possible. The location of development within the site should aim to maintain settlement separation as far as possible.
16 - To conserve and enhance biodiversity	0	The site is adjacent to an area of ancient woodland to the southeast, and a potential SNCI (East of Hengest Farm) is slightly to the east of the site. The North Downs Biodiversity Opportunity Area is located slightly south of	Trees with TPOs should be preserved, as should other mature trees where possible. A buffer zone may be required between development and the SNCI.

		the site. A buffer zone may be required to protect these areas.
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<b>BAN3 - Land South of Woodmansterne Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 187 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is within walking distance of the town centre and some facilities, but is further away from others. The site is unlikely to have a significant effect on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Park Road and Mint Road Conservation Area adjoins the land parcel to the north west, however, the openness of the site is not apparent from the conservation area and does not form a demonstrable part of its setting and character.	Development should be designed to ensure there is no impact on the conservation area.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 0.6km from the town centre, 0.1km from a GP surgery, and 0.9km from a primary school. However, other facilities are further away - including the train station (2.1km), a secondary school (2.3km), and the nearest employment area (5.4km). There are no dedicated bicycle facilities in the area. No bus services run past the site, and it is 0.5km to the nearest bus service - although a number of bus routes are then available.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		Woodmansterne Lane to the north of the site contains pedestrian pavements, and the area directly surrounding the site may offer fairly safe and quiet pedestrian and cycle access. The site is well located for the town centre, but the distance from other services is likely to increase car use somewhat.	
5 - To make the best use of previously developed land and existing buildings	0	The site is mostly undeveloped, currently containing only a horse sanctuary.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 0.6km from Banstead town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	<p>Landscape characteristics slightly constrain development due to land levels falling from north to south. The land parcel is used for horsiculture and abuts the urban area. It is within an area identified as being of medium sensitivity to development. The land parcel contains some of the characteristics of the landscape character including small fields and established hedgerows to the south and south west of the land parcel. Development should seek to retain the existing hedgerow and field pattern. The site directly adjoins the urban areas of Banstead and Woodmansterne, and would appear as an infill of the space between the two settlements. Development on this site would likely have a strong negative impact on landscape character in terms of convergence of settlements.</p>	<p>Development should be sensitively designed to respect the location on the urban-rural fringe, and maintain existing field patterns and hedgerows where possible. The location of development within the site should aim to maintain settlement separation as far as possible. However, this will be very difficult to achieve, as the site sits directly in-between the two settlements, and adjoins both.</p>
16 - To conserve and enhance biodiversity	0	<p>A group of TPOs is located along the northeast boundary of the site.</p>	<p>Trees with TPOs should be retained.</p>

<b>BAN4 - Land East of Park Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	<p>Taking constraints into account, the site could accommodate around 470 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.</p>	<p>Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.</p>

<p>2 - To facilitate the improved health and wellbeing of the whole population</p>	<p>0</p>	<p>A public right of way runs across the middle of the site. The site is within walking distance of the town centre and some facilities, but is further away from others. The site is unlikely to have a significant effect on health or wellbeing.</p>	<p>Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.</p>
<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p>-</p>	<p>There is a locally listed building at the centre of the western edge of the site, and a Grade II* listed building and a number of Grade II listed curtilages in the southwestern corner of the site. The western edge of the site falls within the Park Road and Mint Road Conservation Area. Parts of the southwestern corner of the site are designated as an historic park or garden. Just to the south of the site there is also an Area of High Archaeological Importance, an Area of Archaeological Potential, and a large locally listed building (the Anti-Aircraft Ammunition Depot). Despite some shielding of this heritage assets by existing trees, development on this site would be likely to impact on their setting to at least some degree.</p>	<p>Development on parts of the site that contain heritage assets, or which would have a visual impact on the conservation area could be avoided. Sensitive design of the site and layout of development could further protect the setting of the heritage assets.</p>

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>-</p>	<p>The site is 0.6km from the town centre, and 0.5km from a GP surgery. However, other facilities are further away - including a primary school (1.3km), the train station (2.1km), a secondary school (2.4km), and the nearest employment area (6.3km). There are no dedicated bicycle facilities in the area. No bus services run past the site, and it is 0.5km to the nearest bus service - although a number of bus routes are then available. Park Lane contains some narrow pedestrian pavements, and the area directly surrounding the site may offer fairly safe and quiet pedestrian and cycle access. The site is well located for the town centre, but the distance from other services is likely to increase car use somewhat.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The site is primarily undeveloped, with some residential and commercial uses in the west and southwest.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>+</p>	<p>New developments contribute to economic growth within the borough. The site is around 0.6km from Banstead town centre, and additional housing in this area would be likely to provide support for businesses in this area.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	<p>0</p>	<p>New developments provide short term employment opportunities in construction within the borough. However, this may be counteracted by</p>	<p>Consideration could be given to retaining existing employment uses on the redeveloped site, or including new employment uses to</p>

		the loss of existing employment uses on the site.	replace them.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on	N/A

		the possibility of groundwater contamination.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	<p>The parcel is relatively flat, open grazing/ pasture agricultural land. The northern part of the land parcel abuts the urban area and has a medium sensitivity to development whilst the southern part of the land parcel has a higher sensitivity to development. The land parcel contains many of the landscape characteristics including small to medium sized fields and some established trees and hedgerows and there is some built development in the south west. Development should seek to retain the existing field pattern, hedgerow and trees. The site directly adjoins the urban areas of Banstead and Woodmansterne, and development in the northeastern portion of the site would appear as an infill of the space between the two settlements; while development in the southwestern portion would affect the landscape setting of a number of heritage assets and an historic park/garden. Development on this site would likely have significant impact on landscape character in terms of convergence of settlements, sprawl, and impact on historic landscapes.</p>	<p>Development should be sensitively designed to respect the location on the urban-rural fringe, and maintain existing field patterns, trees, and hedgerows where possible. The location of development within the site should aim to maintain settlement separation as far as possible. However, this will be very difficult to achieve, as the site sits directly in-between the two settlements, and adjoins both. Development should aim to avoid impact on the setting of historic landscapes, but this will also be very difficult to achieve due to the number of heritage assets on the site and their location within the site.</p>
16 - To conserve and enhance biodiversity	0	<p>A Potential SNCI (The Shrubbery) is adjacent to the site to the southeast, as is the Banstead Wood and Chipstead Downs</p>	<p>A buffer zone may be required between development and the Potential SNCI.</p>

		BOA. Buffer zones may be required to protect these habitats.	
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<b>BAN5 - Land West of Park Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 515 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The northern part of the site contains cricket facilities, the loss of which may have some effect on health and wellbeing. A public right of way crosses the north of the site and should be retained. The site is within walking distance of the town centre, but is further from the train station.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	There is a locally listed building to the north of the site. There is also a row of locally listed buildings, a Grade II listed building, and a Grade II listed curtilage in the south of the site. There is a Grade II* listed building and a number of Grade II listed buildings just to the southeast of the site. There is a locally listed building just to the northwest of the site, and a cluster of locally listed and Grade II listed buildings just to the northeast. The south of the site is part of the Park	Development on parts of the site that contain heritage assets, or which would have a visual impact on the conservation area could be avoided. Sensitive design of the site and layout of development could further protect the setting of the heritage assets.

		<p>Road and Mint Road Conservation Area, the remainder of which runs just beyond the eastern boundary of the site. The site is also adjacent to an historic park/garden. Despite some shielding of this heritage assets by existing trees, development on this site would be likely to impact on their setting to at least some degree.</p>	
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>0</p>	<p>The site is 0.2km from the town centre, 0.3km from a GP surgery, and 0.4km from a primary school. However, other facilities are further away - including the train station (1.7km), a secondary school (1.5km), and the nearest employment area (4.7km). There are no dedicated bicycle facilities in the area. No bus services run directly past the site, but the nearest bus services are only 0.2km away, and a number of bus routes are available. Park Lane contains some narrow pedestrian pavements, and the area directly surrounding the site may offer fairly safe and quiet pedestrian and cycle access. The site is very well located for the town centre and for bus services, and is therefore fairly accessible to sustainable modes of transport.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>

5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is undeveloped, with some residential land in the south. There is some recreational land in the north, the loss of which may not be considered best use of land, although these facilities are not currently available to the public.	Consideration should be given to retaining the cricket pitches or providing replacement publically accessible recreation facilities.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 0.2km from Banstead town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and

			cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	The northern part of the land parcel abuts the urban area and is identified as being of low to medium sensitivity to development. Whilst the southern part of the land parcel is identified as being at high sensitivity to development. The land parcel contains many of the landscape characteristics including small to medium sized fields and well established hedgerows and development should seek to retain these characteristics. The site directly adjoins the urban area of Banstead, and would appear as a slight southeastern extension of the town. The site forms part of the setting for a conservation area and various heritage assets. Development on this site would likely have some impact on landscape character in the area.	Development should be sensitively designed to respect the location on the urban-rural fringe, and maintain existing field patterns and hedgerows where possible. The location of development within the site should aim to maintain the setting of heritage assets as far as possible. Development could be focused in the northern part of the site, which is of lower landscape sensitivity.
16 - To conserve and enhance biodiversity	0	A small area of ancient woodland lies directly to the south of the site, and two groups of TPOs lie on the northern boundary. Buffer zones may be required to protect these assets.	A buffer zone may be required between development and the ancient woodland. Trees with TPOs should be protected, as should other mature trees where possible.

<b>BAN6 - Land North of Woodmansterne Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which	++	Taking constraints into account, the site could accommodate around 105 houses at a density of 30dph. The site would have a positive impact on	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

they can afford		housing delivery in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is unlikely to have a significant effect on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is an Area of Archaeological Potential just to the south of the site, but otherwise no heritage constraints.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the majority of facilities - a GP surgery is only 0.5km away, and the proposed Woodmansterne local centre 0.8km away, but beyond this it is a longer distance to Banstead town centre (1.2km), a primary school (1.3km), the train station (2.7km), a secondary school (4km), and the employment area (5.5km). There are no dedicated bicycle facilities in the area. Bus services run past the site, but only every half hour. Woodmansterne Lane has adequate pedestrian pavements, and the area around the site is fairly quiet and residential, and probably safe for cycling and walking. However, the distance of the site from town centres, services, and facilities means that there are barriers to the use of sustainable transport, and development on this site would likely increase car use.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with some rural commercial uses and a few scattered residential properties all along the southern edge of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.2km from Banstead town centre and 0.8km from the proposed Woodmansterne local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The land parcel has a medium sensitivity to change; it is relatively flat open grazing/ agricultural land delineated by established trees and has small field patterns. The existing development is concentrated in the south of the land parcel along Woodmansterne Lane. Development should seek to retain the existing trees and field pattern. The site	Development should be sensitively designed to respect the location on the urban-rural fringe, and should maintain existing field patterns and trees where possible.

		directly adjoins the urban area of Woodmansterne, but would represent a clear extension of the town to the north of Woodmansterne Lane (the town is currently entirely to the south of the lane). Development on this site would likely have some impact on landscape character in the area.	
16 - To conserve and enhance biodiversity	0	An area of ancient woodland runs along the northern edge of the site, and part of this ancient woodland is also in a Potential SNCI (East of Hengest Farm). Buffer zones may be required to protect these assets.	A buffer zone may be required between development and the Potential SNCI and ancient woodland.

**BAN7 - Land at Boundary Farm, Woodmansterne**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 154 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is unlikely to have a significant effect on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a Grade II listed building and Grade II listed curtilage slightly to the east of the site, although these are fairly well shielded by trees.	Development should be designed to ensure there is no impact on the listed buildings or their setting.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	-	<p>The site is some distance from the majority of facilities - a GP surgery is 0.9km away, and the proposed Woodmansterne local centre 0.8km away, but beyond this it is a longer distance to Banstead town centre (1.3km), a primary school (1.2km), the train station (2.8km), a secondary school (3.1km), and the employment area (5.9km). There are no dedicated bicycle facilities in the area. Bus services run past the site, but only every half hour. Woodmansterne Lane has adequate pedestrian pavements, and the area around the site is fairly quiet and residential, and probably safe for cycling and walking. However, the distance of the site from town centres, services, and facilities means that there are barriers to the use of sustainable transport, and development on this site would likely increase car use.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	0	<p>The site is primarily undeveloped, with only two residential properties and some rural commercial uses.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	+	<p>New developments contribute to economic growth within the borough. The site is around 1.3km from Banstead town centre and 0.8km from the proposed Woodmansterne local centre, and additional housing in this area would be likely to provide support</p>	<p>N/A</p>

		for businesses in this area.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The land parcel is relatively flat, actively farmed agricultural/ grazing land. It has a medium sensitivity to development and comprises some of the landscape characteristics including small fields and established woodland delineating the land parcel. Development should seek to retain the existing tree boundary and field pattern. The site directly adjoins the urban area of Woodmansterne, but would represent a clear extension of the town to the north of Woodmansterne Lane (the town is currently entirely to the south of the lane). Development on this site would likely have some	Development should be sensitively designed to respect the location on the urban-rural fringe, and should maintain existing field patterns and boundary trees where possible..

		impact on landscape character in the area.	
16 - To conserve and enhance biodiversity	0	A Potential SNCI and area of ancient woodland runs adjacent to the northern boundary of the site in the west (East of Hengest Farm), and another Potential SNCI runs adjacent to the northern boundary to the east (South of Fairlawn Grove). Adjacent to the site to the east is a combination of TPOs and ancient woodland areas. Buffer zones may be required to protect some of these assets.	A buffer zone may be required between development and the Potential SNCI and ancient woodland sites.

<b>BAN8 - Land South of Cunningham Road, Woodmansterne</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 122 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	There is a public right of way that crosses the site and should be retained. The site is some distance from the majority of facilities, and may encourage driving more than walking because of this, having a somewhat negative impact on health.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a large locally listed building and an associated Area of Archaeological Importance/Area of Archaeological Potential slightly to the south of the site.	Development should be designed to ensure there is no impact on the listed buildings or their setting.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>--</p>	<p>The site is a significant distance from the majority of facilities - a GP surgery is 0.7km away, but beyond this it is a longer distance to Banstead town centre (1.2km), a primary school (1.3km), the train station (2.8km), a secondary school (3km), and the employment area (6km). There are no dedicated bicycle facilities in the area. Irregular bus services run from a stop 0.5km away, but the nearest bus stop with regular services is 1km away. Access is through Chalmers Lane, a narrow residential road that will find it difficult to provide for cars, bicycles, and pedestrians adequately at the same time. The excessive distance of the site from town centres, services, and facilities means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The site is mostly undeveloped, containing only an equestrian business and associated residential property.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>+</p>	<p>New developments contribute to economic growth within the borough. The site is around 1.2km from Banstead town centre and 0.8km from the proposed Woodmansterne local centre, and additional housing in this area would be likely to provide support</p>	<p>N/A</p>

		for businesses in this area.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on	N/A

		the possibility of groundwater contamination.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The landscape slightly constrains development potential given that it is slightly sloping. The majority of the land parcel has a medium to low sensitivity to development and the land parcel does not contain many of the characteristics of the landscape character, for example it does not contain well defined hedgerows or areas of woodland. The site directly adjoins the urban area of Woodmansterne, and would appear as a southern extension of the town. Development on this site would likely not have a significant impact on landscape character	Development should be sensitively designed to respect the location on the urban-rural fringe.

16 - To conserve and enhance biodiversity	-	The site is entirely within the Banstead Wood and Chipstead Downs BOA, and development would have to be very careful not to damage biodiversity, and preferably to enhance it. There is a potential SNCI (The Shrubbery) slightly west of the site.	Development should be very sensitively designed to enhance biodiversity within the BOA - if further investigation suggests this is not possible, careful consideration should be given as to whether development should go ahead on this site.
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<b>BAN9 - Land Off Kingscroft Road, Woodmansterne</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 187 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	There is a public right of way that crosses the site and should be retained. The site is some distance from the majority of facilities, and may encourage driving more than walking because of this, having a somewhat negative impact on health.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a large locally listed building and an associated Area of Archaeological Importance/Area of Archaeological Potential slightly to the south of the site.	Development should be designed to ensure there is no impact on the listed buildings or their setting.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>--</p>	<p>The site is a significant distance from services and facilities - a GP surgery (1.6km), Banstead town centre (2km), a primary school (1.2km), the train station (2.6km), a secondary school (3.8km), and the employment area (6.8km). There are no dedicated bicycle facilities in the area. Irregular bus services run from a stop 0.8km away, but the nearest bus stop with regular services is 2km away. Access is through Chalmers Lane or Kingscroft Road, narrow residential roads that will find it difficult to provide for cars, bicycles, and pedestrians adequately at the same time. The excessive distance of the site from town centres, services, and facilities means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing facilities.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	<p>0</p>	<p>The site is not previously developed land.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	<p>+</p>	<p>New developments contribute to economic growth within the borough. The site is around 1.2km from Banstead town centre and 0.8km from the proposed Woodmansterne local centre, and additional housing in this area would be likely to provide support</p>	<p>N/A</p>

		for businesses in this area.	
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on	N/A

		the possibility of groundwater contamination.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	Landscape constrains development to an extent given that the southern part of the land parcel slopes quite steeply downwards to the boundary. The majority of the land parcel is within an area of low to medium sensitivity and the southern tip is in an area of high sensitivity to development. The land parcel does not contain many of the characteristics of the landscape character for example small to medium sized fields and established hedgerows but there are a number of established trees along the eastern and southern boundaries which development should seek to retain. The site directly adjoins the urban area of Woodmansterne, and would appear as a southern extension of the town. Development on this	Development should be sensitively designed to respect the location on the urban-rural fringe. Trees on the southern and eastern boundaries should be retained. Development will probably have to be focused on the northern part of the site, due to higher landscape sensitivity and topography constraints in the south.

		site would likely not have a significant impact on landscape character, as long as the boundary trees are maintained.	
16 - To conserve and enhance biodiversity	-	The site is entirely within the Banstead Wood and Chipstead Downs BOA, and development would have to be very careful not to damage biodiversity, and preferably to enhance it. There is a group of TPOs on the eastern boundary of the site.	Development should be very sensitively designed to enhance biodiversity within the BOA - if further investigation suggests this is not possible, careful consideration should be given as to whether development should go ahead on this site. Trees with TPOs should be retained.

<b>BV12 - Land at Banstead Estate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 1029 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The western part of the site contains school sports facilities, the loss of which may have a negative effect on health and wellbeing. The site is large enough to provide substantial publically accessible open space to replace this lost space, however. A number of public rights of way cross the site and should be retained. The site is within walking distance of the local centre, but is further from the train station. The site is overall likely to	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities. Development on this site should provide improved bicycle and pedestrian facilities.

		have a neutral impact on health and wellbeing.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building just to the south of the site, and not shielded by trees from the site itself. There is also an Area of Archaeological Potential slightly to the east of the site.	Development should be designed to ensure there is no impact on the listed building or its setting.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 0.2km from the local centre, 0.4km from a secondary school, and 1km from a primary school. However, other facilities are further away - including Banstead town centre (1.5km), the train station (2.3km), a GP surgery (2km), and the nearest employment area (2.9km). There is a very short dedicated cycle lane on nearby Reads Rest Road, leading towards Kingswood. Bus services run past the site, but only every 30-60 minutes. Brighton Road is a wide road with pedestrian pavements, but is busy and unpleasant to walk along; other roads offering access to the site are narrower, but also have pedestrian pavements and may prove more amenable to walking and cycling. The site is well located for the local centre, but the distance from other services is likely to increase car use somewhat. However, the site is also large enough to provide a number of facilities on-site, as well as to possibly justify	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.

		improvements to public transport provision in the area, and this may counteract the distance from existing services.	
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is undeveloped, with some scattered residential uses in the west.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The site is around 0.2km from Burgh Heath local centre, and significant additional housing in this area would be likely to provide substantial support for businesses in this area. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	If the site does not significantly increase car use, it is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

		equally to all sites.	
10 - To adapt to the changing climate	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	There are only very small areas of the site at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water bodies on the site, and development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	Small areas in the north and west of the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

<p>14 - To ensure air quality continues to improve and noise and light pollution are reduced</p>	<p>-</p>	<p>The site is very close to Brighton Road, and may suffer from noise and air pollution issues related to this busy A road. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.</p>	<p>Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.</p>
<p>15 - To protect and enhance landscape character</p>	<p>--</p>	<p>Landscape constraints severely limit development potential – the entirety of the land parcel falls within the AGLV. The land parcel also has a high sensitivity to development and contains many of the landscape characteristics including small to medium sized fields, established hedgerows, areas of woodland and some open views. Development should seek to retain these characteristics and be mindful of open views. The site is large and would represent a significant southward extension of Banstead and eastward extension of Burgh Heath, as well as significantly reducing the separation between these two settlements. Development would be likely to have a significant negative landscape impact in this area.</p>	<p>Development should be sensitively designed to respect the location on the urban-rural fringe, and should try to avoid reducing the separation between Burgh Heath and Banstead. Development design should also take into account the character of the AGLV. It is possible that no mitigating design measures are possible to make a development in this location acceptable.</p>

16 - To conserve and enhance biodiversity	-	<p>The site contains Canons Wood area of ancient woodland in the west, Pages Acre area of ancient woodland in the centre, part of Ruffett Wood area of ancient woodland and SNCI in the east, and a large group of TPOs in the north centre. Chipstead Downs SSSI is also close to the eastern edge of the site. Buffer zones may be required to protect these assets from the impact of development, and development should be designed in a way that integrates sensitively with these areas. The northern and eastern parts of the site fall within the Banstead Wood and Chipstead Downs BOA, and development within or close to this area should be sensitively designed so as not to impact on biodiversity, and preferably to enhance it. The site therefore contains a lot of biodiversity constraints, but the size of the site means it may be possible to develop without impacting too strongly on biodiversity.</p>	<p>Development should be very sensitively designed to preserve and, where possible, enhance biodiversity within the ancient woodlands, SNCI, and SSSI. Trees with TPOs should be retained. Buffer zones may be required around biodiversity assets. Development should be designed to enhance biodiversity within the BOA.</p>
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<b>HC28 - Land at Meadowcroft, Balcombe Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which	+	Taking constraints into account, the site could accommodate around 56 houses at a density of 30dph. The site would have a positive impact on	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

they can afford		housing delivery in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is unlikely to have a significant effect on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is between 1km and 2km of all local facilities - including the town centre (1.4km), train station (1.2km), primary school (1.8km), secondary school (1.3km), GP surgery (1.6km), and employment area (1.6km). There is no dedicated bicycle infrastructure in the area. A bus passes adjacent to the site, but only once an hour. Balcombe Road contains adequate pedestrian pavements. It is likely that the distance from services will be slightly too far to encourage widespread use of sustainable modes of transport, and will therefore increase car use somewhat.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently used for commercial/office space, with one residential property on the eastern edge. Large parts of the site remain undeveloped, however. If the development management plan sets out allocations for adequate employment areas and a strategic employment site for the	The site should only be developed if equivalent employment uses are being provided elsewhere in the borough. Consideration could also be given to retaining employment uses on the site alongside housing.

		borough, then the redevelopment of this small commercial space for a significant number of houses may be seen as a good use of previously developed land.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.4km from the town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities in construction within the borough. However, this may be counteracted by the loss of existing employment uses on the site.	Consideration could be given to retaining existing employment uses on the redeveloped site, or including new employment uses to replace them.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Some of the eastern areas of the site are at risk of surface flooding, but none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and

			planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Some of the eastern areas of the site are at risk of surface flooding, but none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A drain runs along the eastern edge of the site and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is non-agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is located within an AQMA, and should therefore ensure that development does not worsen air quality in the area. The proximity to the A23 and M23 may lead to further problems relating to air and noise pollution.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. Development should demonstrate that it will not worsen air quality problems within the AQMA. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	Landscape constrains development potential – the land parcel falls within Gatwick Open Setting. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics being a medium sized field (albeit grounds for the offices) and well-developed hedgerows. There are a number of established trees within the land parcel which limit long distance views – should the parcel be allocated for development, these should be retained. The site would appear as a clear southern extension of the current Horley urban area in the direction of Gatwick. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to avoid reducing the gap between Horley and Gatwick Airport as far as possible - although it may prove to be that no mitigation measures are possible to achieve this aim on this site. Existing trees should be retained.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>HE01 - Land at Haroldslea Drive, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	A public right of way runs along the southern boundary of the site and should be retained. Beyond this, the site is unlikely to have any significant effect on health and wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are three locally listed buildings directly to the south of the site, and a scheduled ancient monument (Site of Thunderfield Castle) is directly to the east of the site. These assets are currently well shielded due to the heavily wooded nature of the site, but development should be careful not to alter this.	Development should be designed to ensure there is no impact on the listed buildings, ancient monument, or their settings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is a within reasonable distance from services and facilities - a GP surgery (1.7km), Horley town centre (1.3km), a primary school (1.7km), the train station (1.1km), a secondary school (1.2km), and the employment area (1.5km). There are no dedicated bicycle facilities in the area. Regular bus services run from a stop 0.8km away, meaning a large walk is required before public transport can be accessed. Access is through Haroldslea Drive, which currently has no pedestrian pavements and is very narrow - it may be difficult to provide for cars, bicycles, and pedestrians adequately at the same time. This places barriers in the way of sustainable transport use, and	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		development on this site would likely increase car use.	
5 - To make the best use of previously developed land and existing buildings	+	The site currently contains damaged farm buildings and overgrown grounds. Redevelopment here would be a good use of currently poorly utilised land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	New developments contribute to economic growth within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities in construction within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	--	The entire site falls within Flood Zones 2 or 3, and is at risk from the increased flooding that is expected as climate change increases.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	The entire site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream forms the western boundary of the site and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Much of the site has been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The landscape character has a medium to high sensitivity to change; however, the land parcel does not display many of the specific landscape characteristics - it is severely overgrown and there are a number of established trees. Development should seek to retain the existing trees. The site is not adjacent to the existing urban area, and unless other sites to the west were built out as well, would appear as an isolated urban addition to the countryside. However, the site's contribution to landscape is currently diminished by its overgrown and neglected character, meaning the impact of development on the landscape character would be significantly reduced.	Development should be sensitively designed to respect the location on the urban-rural fringe. Development should be managed so as not to appear as unchecked sprawl on the edge of Horley. Development should be designed to improve the current neglected appearance that the site contributes to the landscape. Existing trees should be retained where possible.
16 - To conserve and enhance biodiversity	-	The northern and western parts of the site fall within the River Mole BOA, and development should avoid impacting on this habitat. The site also contains quite a large amount of trees.	Development should be sensitively designed to enhance biodiversity within the BOA. Buffer zones may be required between the BOA and development on the site. Development should be designed to maintain as many existing trees as

possible.

<b>HE05 - Land at Harrowsley Green Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 54 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	Public rights of way run along the southern and western boundaries of the site and should be retained. Beyond this, the site is unlikely to have any significant effect on health and wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building on the site, and a Grade II listed building and scheduled ancient monument just to the south of the site. The listed buildings are not particularly well-shielded by trees, but the site is large enough that housing could probably be accommodated without overly impacting on the heritage assets.	Development should be designed to ensure there is no impact on the listed buildings, ancient monument, or their settings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is a moderate distance from services and facilities - a GP surgery (1.8km), Horley town centre (1.7km), a primary school (1km), the train station (2.4km), a secondary school (1.4km), and the employment area (1.3km). There are no dedicated bicycle facilities in the area. Bus services run past the site every 30-	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		60 minutes. Smallfield Road has pedestrian pavements. The site is served by public transport, but the distance from facilities is likely to encourage some amount of additional car use.	
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with a small number of agricultural buildings in the northwest.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	-	Only the southwest portion of the site is not located in Flood Zones 2 or 3, and there are small areas at risk of surface flooding in this part of the site as well. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	-	Only the southwest portion of the site is not located in Flood Zones 2 or 3, and there are small areas at risk of surface flooding in this part of the site as well.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A Burstow Stream tributary runs along the western edge of the site and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is moderate quality agricultural land. Part of the site has been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

<p>14 - To ensure air quality continues to improve and noise and light pollution are reduced</p>	<p>0</p>	<p>The proximity of the eastern part of the site to the M23 may cause some issues relating to noise and air pollution, but this would require further investigation in the event of development taking place. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.</p>	<p>A construction statement could be used to set out how construction impacts will be mitigated.</p>
<p>15 - To protect and enhance landscape character</p>	<p>-</p>	<p>The land parcel is generally flat and used for agriculture. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics such as medium-sized fields and well-developed hedgerows. Any development should seek to retain the hedgerows and be mindful of long-distance views. The site is not adjacent to the existing urban area, with only some low density suburban/rural properties to the north, and unless other sites to the west were built out as well, would appear as an isolated urban addition to the countryside. Development on this site would therefore likely have some negative impact on the landscape character.</p>	<p>Development should be sensitively designed to respect the location on the urban-rural fringe. Development should be managed so as not to appear as unchecked sprawl on the edge of Horley. Development should aim to protect long distance views and maintain existing hedgerow patterns where possible.</p>

16 - To conserve and enhance biodiversity	0	The northern half of the site falls within the River Mole BOA, and development should avoid impacting on this habitat.	Development should be sensitively designed to enhance biodiversity within the BOA.
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<b>HE09 - Land at Newstead Hall, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	A public right of way runs along the southwestern boundary of the site and should be retained. Beyond this, the site is unlikely to have any effect on health and wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is fairly well located for local services and facilities - Horley town centre and railway station (1.1km), a secondary school (1.1km), a primary school and GP surgery (1.7km), and the employment area (1.5km). There are no dedicated bicycle facilities in the area. Bus services run from Balcombe Road, about a 0.8km walk from the site, although there are very regular buses when the stop is reached.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		The site is accessed through Haroldslea Drive, which is currently very narrow and contains no dedicated pedestrian pavements, although it is a quiet residential road. The site is not far from services and facilities, but the distance to public transport and the lack of walking infrastructure puts barriers in the way of sustainable transport.	
5 - To make the best use of previously developed land and existing buildings	0	The site is completely undeveloped, although it surrounds a small parcel of developed residential land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	New developments contribute to economic growth within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities in construction within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	--	The entire site falls within Flood Zone 2, and is at risk from the increased flooding that is expected as climate change increases.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	The entire site falls within Flood Zone 2.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is primarily moderate quality agricultural land, with some poor quality areas, and with no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The landscape character has a medium to high sensitivity to change; however, the land parcel does not display many of the specific landscape characteristics such as medium-sized fields with well-developed hedgerows and long-distance views. Instead, the land parcel is comprised of woodland which restricts long-distance views. Any development should seek to retain the existing trees. The site is adjacent to the existing urban area, although in an area of relatively low density, and would appear as a slight extension of Horley to the east. The small size of the site, and the fact that it surrounds existing properties as well as adjoining the urban area, means the impact on landscape character would be relatively small, provided that existing trees are retained.	Development should be sensitively designed to respect the location on the urban-rural fringe. Existing wooded areas should be retained where possible.
16 - To conserve and enhance biodiversity	-	The northwestern and a small area of the eastern part of the site fall within the River Mole BOA, and development should avoid	Development should be sensitively designed to enhance biodiversity within the BOA. Trees with TPOs should be

	impacting on this habitat. The majority of the site is covered with trees that are protected by TPOs.	protected.
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<b>HE10 - Land Rear of 17 The Close, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 46 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is unlikely to have an impact on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is fairly well located for local services and facilities - Horley town centre (1.4km) and railway station (1.2km), a secondary school (1.3km), a primary school and GP surgery (1.8km), and the employment area (1.7km). There are no dedicated bicycle facilities in the area. There are bus services from a stop 0.3km away, but they only leave hourly; more regular buses leave from a stop 0.9km away. The site is accessed through The Close, which is currently very narrow and contains no dedicated pedestrian pavements, although it is a quiet residential road. The site is not far from services and facilities, but the distance to public transport and the lack of walking infrastructure puts barriers in the way of sustainable transport.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is completely undeveloped, although it surrounds a small parcel of developed residential land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.4km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of	+	New developments provide short term employment opportunities in construction within the	N/A

the local economy		borough.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	0	Only the western edge of the site falls within Flood Zones 2 or 3, or within areas at risk of surface flooding, although these areas are at risk from the increased flooding that is expected as climate change increases.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Only the western edge of the site falls within Flood Zones 2 or 3, or within areas at risk of surface flooding. Flood risk can therefore be kept fairly low.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A Burstow Stream tributary runs along the western edge of the site, drains along the southern and eastern edges, and a pond adjoins the eastern edge of the site - all of these should be protected from the impacts of development. Development here is	Existing water features on the site should be protected from the impacts of development.

		unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is located 0.1km away from an AQMA, and should therefore be careful that development does not worsen air quality in the area. The proximity to the A23 and Gatwick Airport may lead to further problems relating to air and noise pollution, and the site is within the 57db noise contour of the airport.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. Development should demonstrate that it will not worsen air quality problems within the AQMA. Mitigation measures should be proposed to reduce the impacts of noise on residents within the 57db Gatwick Airport noise contour. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	Landscape constrains development potential – the land parcel falls within the Gatwick Open Setting. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics being a medium sized field (albeit for residential purposes) and well-developed hedgerows. Any development should seek to retain the well-developed hedgerows and field pattern. The site is adjacent to the existing urban area, although in an area of relatively low density, and would appear as a slight extension of Horley to the southeast. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe and maintain existing field patterns and hedgerows where possible. The location of development should aim to avoid infringing on the Gatwick Open Setting where possible, although this is unlikely to be possible in this instance.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>HE11 - Land Adjoining 61 Silverlea Gardens, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	-	Discounting flood zone areas that could not be used for housing, the site could likely accommodate around 3 housing units at a density of 30dph. The site is not a suitable choice for achieving this objective.	Due to the major constraint of the flood zone, the site is not sequentially preferable for housing unless and until all other potential sites have been developed or proven unsuitable.

2 - To facilitate the improved health and wellbeing of the whole population	0	A public right of way runs along the southwestern boundary of the site and should be retained. Beyond this, the site is unlikely to have any effect on health and wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains two locally listed buildings, and these are not well shielded from the rest of the site - development would have to be very carefully designed not to impact on the heritage assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site and layout of development could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is within reasonable distance of local services and facilities, with the town centre 1.3km away, the railway station and employment area 1km away, a secondary school 0.8km away, a primary school 1.2km away, and a GP surgery 1.5km away. Regular bus services run from a bus stop 0.4km away. The site is accessed through Silverlea Gardens, a quiet residential road that contains pedestrian pavements, although these are very narrow and may require widening to be accessible to those with reduced mobility. The site is well located for the local centre and not far from bus services, and is therefore fairly accessible to sustainable modes of transport.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.
5 - To make the best use of	0	The site is mostly undeveloped, containing	N/A

previously developed land and existing buildings		only the residential farm buildings.	
6 - To support economic growth which is inclusive, innovative, and sustainable	0	New developments contribute to economic growth within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities in construction within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	-	Most of the eastern half of the site falls within Flood Zone 2, and part of the western side of the site is at risk of surface flooding. The site is therefore at risk from the increased flooding that is expected as climate change increases.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to

			provide shade and cooling.
11 - To reduce flood risk	-	Most of the eastern half of the site falls within Flood Zone 2, and part of the western side of the site is at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Drains run along the southern and northern edges of the site, and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is moderate quality agricultural land. Part of the site has been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	<p>The land parcel is generally flat and used for agriculture. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics such as medium-sized fields and well-developed hedgerows. Any development should seek to retain the well-developed hedgerows, field patterns and be mindful of potential long-range views. The site is adjacent to the existing urban area, although in an area of relatively low density, and would appear as a slight extension of Horley to the east. The impact on landscape character of development on this site is likely to be relatively small. In general, however, the site is in an area containing residential dwellings, and if density is kept at an appropriate level for the urban-rural fringe area it occupies, development at this site should not have a significant impact on the landscape character.</p>	<p>Development should be sensitively designed to respect the location on the urban-rural fringe, and should maintain existing field patterns and hedgerows where possible and protect long range views.</p>
16 - To conserve and enhance biodiversity	0	<p>A very small area at the eastern edge of the site falls within the River Mole BOA.</p>	<p>Development should be sensitively designed to enhance biodiversity within the BOA.</p>

<b>HE14 - Seymour, Haroldslea Drive, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is some distance from the majority of facilities, and may encourage driving more than walking because of this, having a somewhat negative impact on health.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints, although the scheduled ancient monument Site of Thunderfield Castle is close to the site to the northwest, and development should take care not to impact on the setting of this asset.	Development should be designed to ensure there is no impact on the ancient monument or its settings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is some distance from the majority of facilities - Horley town centre is 1.9km away, with the railway station 1.7km away and the employment area 2km away. A GP surgery and primary school are 2.2km away, and a secondary school is 1.8km away. There are no dedicated bicycle facilities in the area. It is a 1.5km journey to the nearest bus stop. The site is accessed through Haroldslea Drive, which is a narrow rural road at the moment, with no pedestrian pavements. The distance of the site from local centres, services, and facilities,	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		including the distance from public transport stops, means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with only a single residential dwelling and some agricultural structures.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	New developments contribute to economic growth within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities in construction within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	--	The entire site falls within Flood Zone 2, and is at risk from the increased flooding that is expected as climate change increases.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	The entire site falls within Flood Zone 2.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on the site, although a drain and pond are located close to the western boundary. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features near the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Small areas of the site, or adjacent to the site, have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The land parcel is generally flat and used for agriculture. The landscape character has a medium to high sensitivity to change and displays many of the specific landscape characteristics being a medium sized field and well-developed hedgerows. Any development should seek to retain the field pattern and existing hedgerows. However, the site is a significant distance from the existing urban area, and would appear as an isolated settlement in a rural area. Due to the distance of the site from any other urban area, development here would have a somewhat negative impact on landscape character.	Development should be sensitively designed to fit into the rural surroundings and avoid appearing as unchecked sprawl into the countryside. Development should be of an appropriate density for a rural area. Development should maintain existing field patterns and hedgerows.
16 - To conserve and enhance biodiversity	0	A small amount of the western edge of the site falls within the River Mole BOA.	Development should be sensitively designed to enhance biodiversity within the BOA.

<b>HE15 – Thor’s Field, Haroldslea Drive, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	A public right of way runs along the southern boundary of the site and should be retained. Beyond this, the site is unlikely to have any effect on health and wellbeing.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints. There is a cluster of locally listed buildings to the southeast of the site, but these are well shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is fairly well located for local services and facilities - Horley town centre (1.3km) and railway station (1.1km), a secondary school (1.2km), a primary school and GP surgery (1.7km), and the employment area (1.6km). There are no dedicated bicycle facilities in the area. Bus services run from Balcombe Road, about a 0.8km walk from the site, although there are very regular buses when the stop is reached. The site is accessed through Haroldslea Drive, which is currently very narrow and contains no dedicated pedestrian pavements, although it is a quiet rural road. The site	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		is not too far from services and facilities, but the distance to public transport and the lack of walking infrastructure puts barriers in the way of sustainable transport.	
5 - To make the best use of previously developed land and existing buildings	0	The site is largely undeveloped, with a single residential building in the south of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	New developments contribute to economic growth within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities in construction within the borough. However, due to flood constraints the number of houses that could be built on the site is likely to be too small to have a significant contribution.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	--	The entire site falls within Flood Zones 2 or 3, and is at risk from the increased flooding that is expected as climate change increases.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	--	The entire site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream forms the eastern boundary of the site, and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential	A construction statement could be used to set out how construction impacts will be mitigated.

		properties, and air quality may also be slightly impacted by an increase in traffic.	
15 - To protect and enhance landscape character	0	The land parcel is relatively flat and actively used for agriculture. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics being a medium sized field with well-developed hedgerows. Any development should seek to retain the existing field pattern and hedgerow. The site is next to the existing urban area, although in an area of relatively low density, and due to the shape of the site does not quite adjoin the urban area and would appear as a somewhat isolated extension of Horley to the east. In general, however, the site is in an area containing residential dwellings, and if density is kept at an appropriate level for the urban-rural fringe area it occupies, development at this site should not have a significant impact on the landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe, and should maintain existing field patterns and hedgerows where possible.
16 - To conserve and enhance biodiversity	0	The eastern part of the site falls within the River Mole BOA, and development should avoid impacting on this habitat. A group of TPOs adjoins the site to the north, and these should also be protected.	Development should be sensitively designed to enhance biodiversity within the BOA. Trees with TPOs should be protected.

<b>M21 - Land North of Radstock Way, Merstham</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 77 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The land is currently used as a publically accessible recreation ground, and the loss of such a space could negatively impact on the health and wellbeing of local residents.	Development should only take place on the site if a replacement site for the recreation ground can be found in the close vicinity. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a grade II listed building just to the south of the site, which is somewhat shielded by existing trees. Development on the site would need to be careful not to affect the setting of this heritage asset.	Sensitive design of the site and layout of development could protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is some distance from the majority of facilities - a primary school is only 0.3km away, and the local centre and a GP surgery are 1.1km, but Redhill town centre is 4.8km and the nearest employment area 3km away, Merstham railway station is 1.9km away, and the nearest secondary school is 4.6km away. There are no dedicated bicycle facilities in the area. Bus services travel past the site, but only every half hour. Access is through Radstock Way, which has	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		a pedestrian pavement. Although public transport passes very near the site, the distance from local centres, services, and facilities means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	
5 - To make the best use of previously developed land and existing buildings	-	The land is currently used as a recreation ground, and the potential negative health impacts of the loss of this use would suggest it is not the best use of land when other sites are available.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.1km from the Portland Drive local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

		equally to all sites.	
10 - To adapt to the changing climate	++	No part of the site falls within Flood Zones 2 or 3, and only the very northern edge of the site is at some risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	No part of the site falls within Flood Zones 2 or 3, and only the very northern edge of the site is at some risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is located 0.1km away from an AQMA, and should therefore be careful that development does not worsen air quality in the area. The very close proximity to the M23 and M25 may lead to further problems relating to air and noise pollution. Care must be taken	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. Development should demonstrate that it will not worsen air quality problems within the AQMA. A construction statement could be used

		during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	There are no overriding landscape constraints to development. The landscape character has a low sensitivity to change and is disturbed by the M25. The proximity to the urban area reduces the tranquillity and remoteness of the land parcel. The site is adjacent to the existing urban area, and would appear as a slight extension of Merstham. The AONB and AGLV are located only 0.3km away, but are separated from the site by the M25 - the already disturbed nature of the landscape in this area means the development would be unlikely to have a significant impact.	N/A
16 - To conserve and enhance biodiversity	0	The Furze field Wood area of ancient woodland adjoins the site at the western edge, and a buffer zone may need to be put in place to protect this area.	Buffer zones may be required between the ancient woodland and development on the site.

<b>M26 - Land at Chaldon, Alderstead, and Tollsworth Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their	++	Taking constraints into account, the site could accommodate around 3723 houses at a density of 30dph. The site would	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

needs and which they can afford		have a positive impact on housing delivery in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	+	Public rights of way cross the site in numerous places and should be retained. The site is large enough to contain significant additional open space that could positively impact on the health and wellbeing of local residents. The site is so large that new local services and facilities will almost certainly be provided, potentially reducing the need for car travel and encouraging walking, as well as potentially providing on-site health services.	Public rights of way should be retained. Development should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	There are two Grade II* listed buildings with Grade II* and Grade II listed curtilages just outside the site to the southeast. There is a Grade II listed building and a nearby area of archaeological potential in the centre of the site - the building is fairly well shielded by trees, and the archaeological site is within a forested area. There are two more areas of archaeological potential in the north of the site. The site is close to the Netherne on the Hill Conservation Area, and would likely be visible from some areas of the conservation area.	The potential of the archaeological sites will need to be considered in planning development. Development should be sensitively designed to protect the setting of listed buildings, and the setting of the conservation area.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	<p>The site is located a long way from existing facilities - the nearest local centre is in Merstham , which is separated from the site by motorways, and the closest village, Netherne, would not be able to cope with the demand for services that a settlement of this size would create. However, due to the size of the site, services and facilities would have to be provided at the new settlement itself, possibly reducing the need for car use and promoting walking and bicycle use. The site can also be provided with walking and cycling facilities from the beginning. However, public transport remains a concern - there is no nearby train station, and the closest buses currently pass 0.8km away from the site, although the size of the site may justify improvements to the public transport network in the area. This may counteract the distance from existing services. Access is through Rockshaw Road, which has a narrow pedestrian pavement on one side.</p>	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.
5 - To make the best use of previously developed land and existing buildings	0	The site is almost entirely undeveloped, with only one residential property located in the centre of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The size of the site means that	N/A

		employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	If the site does not significantly increase car use, it is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	No part of the site falls within Flood Zones 2 or 3, and only limited areas of the northern part of the site are at some risk of surface flooding. The risk of flooding is likely to increase as the effects of climate change increase.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	No part of the site falls within Flood Zones 2 or 3, and only limited areas of the northern part of the site are at some risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond in the north of the site that should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is mostly moderate quality agricultural land, with some areas of poor quality land. Areas in the north and south of the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The close proximity to the M25 motorway may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	<p>The land parcel is characterised as a predominantly rural landscape with some tranquil and remote areas. Settlement pattern is defined by small secluded dwellings and farm buildings and there are long distance views across the land parcel. Landscape constrains development potential: the entirety of the land parcel falls within the AGLV, and some of it within the AONB, and has high sensitivity to change. The site is close to, and at one point, adjacent to the village of Netherne on the Hill, and the scale of development here would significantly alter the landscape character around this village. The size of the site would in general mean a major change to the landscape character of the borough. Development on this site would be likely to have a significant impact on the landscape.</p>	<p>Development should be of a sufficient density to represent a completely new settlement, rather than appearing as a sprawl into the countryside. Development should respect existing long range views as much as possible. Development should be sensitively designed to respect the character of the AONB and AGLV.</p>
16 - To conserve and enhance biodiversity	-	<p>There are six small areas of ancient woodland that fall partially within the boundaries of the site, and another three that directly adjoin the site, and buffer zones may be required to protect these areas from the impact of development. Part of the Furzefield Wood potential SNCI falls within the site. The Grassland at Netherne Hospital SNCI falls within the site, and the Grasscuts Shaw</p>	<p>Buffer zones may be required between areas of ancient woodland, SNCIs, potential SNCIs, SSSIs and development on the site. Areas of woodland and trees should be protected as far as possible.</p>

	<p>SNCI is directly adjacent to the site. The Farthing Downs and Happy Valley SSSI directly adjoins the RBBC section of this site in Tandridge District, and would be located within the wider site.</p> <p>Development on this site would need to be careful not to impact on any of these biodiversity assets, although the site is large enough that other areas of the site may remain developable while keeping a healthy distance from these assets.</p>
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<b>RE19 - Nutfield Lodge, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 54 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is unlikely to have an impact on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints.	N/A

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	-	<p>The site is some distance from the majority of facilities - Redhill town centre and railway station are 1.6km away, and the employment area 1.3km; a primary school is 1.5km away and a secondary school 1.9km; the nearest GP surgery is 2.7km away. There are no dedicated bicycle facilities in the area. Bus services travel past the site fairly regularly. Access is through Nutfield Way, which has a pedestrian pavement, although this is very narrow and would likely need to be widened to account for people with reduced mobility. Although public transport passes very near the site, the distance from local centres, services, and facilities means that development on this site is likely to increase car use somewhat.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	0	<p>The site is largely undeveloped, with only a small conference centre in the north of the site.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	+	<p>New developments contribute to economic growth within the borough. The site is around 1.6km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	+	<p>New developments provide short term employment opportunities in construction within the borough.</p>	<p>N/A</p>

8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the slight possibility of groundwater contamination.	N/A

13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Much of the site has been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints, however the proximity to the landfill site and the A25 means further investigation may be needed to ensure there will be no negative impacts on the development. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	Whilst the landscape character has a low sensitivity to change, landscape characteristics constrain development potential as land levels fall away quite sharply from north to south and due to the close proximity to the AGLV. Due to the steep gradient of the land parcel, development would need to be mindful of potential wide ranging views. Development would also need to be sensitively designed to protect the SNCI. The site is not adjacent to the	Development on this site should be sensitively designed to protect the SNCI and the character of the AGLV. Development should respect existing long range views as much as possible

		urban area, but is in an area with scattered residential and commercial units nearby. The overall impact on landscape character is likely to be somewhat negative.	
16 - To conserve and enhance biodiversity	0	The Byes Wood area of ancient woodland is adjacent to the site to the west, and a group of TPOs is adjacent to the northeast. The Holmethorpe Sandpits SNCI is slightly to the north of the site. Buffer zones may be needed to protect the ancient woodland, and development must be carefully designed to not impact on the biodiversity assets of the SNCI. The Holmethorpe and Bay Pond BOA is close to the site to the north. However, there are no biodiversity constraints actually on the site itself.	Development should be sensitively designed to protect the SNCI. Buffer zones may be required between the ancient woodland and development on the site. Trees with TPOs should be protected.

<b>RE28 - Patteson Court, Nutfield Road, Redhill</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 15 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is unlikely to have an impact on health or wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.

<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	-	<p>The site prominently contains a locally listed building which is not well shielded from the rest of the site and would need to be sensitively included in any development</p>	<p>Sensitive design of the site and layout of development would be needed to protect the heritage assets.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	-	<p>The site is some distance from the majority of facilities - Redhill town centre and railway station are 1.7km away, and the employment area 1.5km; a primary school is 1.7km away and a secondary school 1.9km; the nearest GP surgery is 2.7km away. There are no dedicated bicycle facilities in the area. Bus services travel past the site fairly regularly. Access is through Nutfield Way, which has a pedestrian pavement, although this is very narrow and would likely need to be widened to account for people with reduced mobility. Although public transport passes very near the site, the distance from local centres, services, and facilities means that development on this site is likely to increase car use somewhat.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	+	<p>The site is previously developed, consisting of an office block and associated grounds, including a car park. If appropriate employment land exists elsewhere in the borough, or is safeguarded elsewhere, this could be seen as a good use of previously developed land.</p>	<p>The site should only be developed if equivalent employment uses are being provided elsewhere in the borough. Consideration could also be given to retaining employment uses on the site alongside housing.</p>

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.7km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities within the borough. However, this may be counteracted by the loss of existing employment uses on the site.	Consideration could be given to retaining existing employment uses on the redeveloped site, or including new employment uses to replace them.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	++	None of the site is at risk of surface flooding, and none of the site falls within Flood Zones 2 or 3.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development here is unlikely to have significant impacts on water quality or supply.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is not agricultural land and has no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints, however the proximity to the landfill site and the A25 means further investigation may be needed to ensure there will be no negative impacts on the development. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

<p>15 - To protect and enhance landscape character</p>	<p>0</p>	<p>The landscape character in the area has a low sensitivity to change; however, the land parcel has slightly higher sensitivity due to the SNCI adjoining the land parcel to the north and the AGLV nearby to the south, although development on this site is unlikely to be visible from the AGLV. Subject to retention of the well-established trees on the northern boundary there are no overriding landscape constraints to development. The site is not adjacent to the urban area, but is on previously developed land in an area with scattered residential and commercial units nearby. The overall impact on landscape character is not likely to be significant.</p>	<p>Development on this site should retain the trees on the northern boundary, and be sensitively designed to protect the SNCI.</p>
<p>16 - To conserve and enhance biodiversity</p>	<p>0</p>	<p>The Holmethorpe Sandpits SNCI is adjacent to the site to the north, and a buffer zone may be needed to protect the SNCI and its biodiversity assets, along with sensitive design of development on the site. A group of TPOs is close to the site to the southwest. The Holmethorpe and Bay Pond BOA is also adjacent to the northern edge of the site.</p>	<p>Development should be sensitively designed to protect the SNCI. Buffer zones may be required between the SNCI and development on the site. Trees with TPOs should be protected.</p>

<b>SAL1 - Land West of Picketts Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 1012 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	A number of public rights of way cross the site, including one running through the middle of the site from north to south - these should be retained. The site is close to a station and local centre, and is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents.	Public rights of way should be retained. Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two grade II listed buildings close to the eastern edge of the site, and a third slightly further east of the site boundary. Development on this site should be designed so as not to impact the setting of these heritage assets.	Sensitive design of the site and layout of development would be needed to protect the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	<p>The site is very close to some local services and facilities, and others are accessible by public transport from the site. The Salfords local centre and train station are just 0.3km away, a primary school is 1.1km away, and Horley town centre and a secondary school are 2.5km and 2.3km away respectively. The nearest GP surgery is 2.1km. The public right of way down the centre of the site is currently a dedicated bicycle trail, and bicycle facilities should be maintained in any development. Buses pass the northern edge of the site, although not very regularly. Honeycrook Lane, to the north of the site, has pedestrian pavements; although Picketts Lane and Cross Oak Lane to the east and south are more rural and do not have pedestrian pavements. Due to the proximity to a local centre and a train station, this site is accessible by sustainable transport options and could reduce the need to use cars. The site is also large enough that some services may be provided on-site, and this would increase accessibility to both new residents and existing residents of Salfords.</p>	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.
5 - To make the best use of previously developed land and existing buildings	0	The site is predominantly undeveloped, with some sparsely scattered residential developments in the south east.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The site is around 0.3km from the Salfords local centre, and significant additional housing in this area would be likely to provide substantial support for businesses in this area. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Only the very southern edge of the site is located within Flood Zones 2 or 3, and there are small areas throughout the site at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and

			cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Only the very southern edge of the site is located within Flood Zones 2 or 3, and there are small areas throughout the site at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are three small ponds on the site, a drain down the centre of the site, and another drain along the southern boundary, and these should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is mostly poor quality agricultural land, with a small amount of moderate quality land. Parts of the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The very close proximity to a railway line and an industrial estate may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The land parcel displays many of the landscape characteristics including medium-large fields with well-developed hedgerows and dispersed areas of woodland. The majority of the land parcel is subject to sensitivity, however, the northern part adjoining Perrywood Business Centre is not. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field patterns. The site is adjacent to the existing urban area of Salfords, although on the opposite side of the train tracks. The site is very large and would represent a very obvious extension of the town of Salfords, as well as having a clearly noticeable impact on the landscape character. The northern part of the site is less likely to impact on the landscape character, as this area contains an industrial estate. Overall, the impact on landscape character is likely to be somewhat negative.	Development should be of a sufficient density to represent a clear extension of the Salfords urban area, rather than appearing as a sprawl into the countryside. Development should respect existing long range views as much as possible, and maintain existing field patterns, trees, and hedgerows where possible. Location of development could be focused on the northern part of the site, where the landscape character is less sensitive to change.

16 - To conserve and enhance biodiversity	-	Perry Wood area of ancient woodland is in the centre of the western edge of the site, and a further unnamed ancient woodland area is present towards the south of the site. These areas, and an additional connecting area also form a potential SNCI. Buffer zones may be required to protect these assets, however the site is large enough for this to be possible without impacting on development too strongly.	Buffer zones may be required between the areas of ancient woodland and potential SNCI and development on the site.
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<b>SAL2 - Land South of Whitebushes Estate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 683 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	A number of public rights of way cross the site from north to south and east to west, and these should be retained. The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. The site is some distance from many services and facilities, but is again large enough to potentially provide additional services on-site, further encouraging	Public rights of way should be retained. Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.

		walking.	
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is an area of archaeological potential in the northwest of the site. There are four Grade II listed buildings over the river to the south of the site, but these are well shielded by trees.	Sensitive design of the site and layout of development would be needed to protect the heritage assets. The area of archaeological potential should be considered in any future development.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is some distance from the majority of facilities - Redhill town centre is 4km away, although Salfords local centre and railway station are only 1.2km away - but access to these will need to be provided through the site, otherwise the route is circuitous. An employment area is nearby (0.4km), but a primary school (2km), secondary school (3.2km), and GP surgery (2.9km) are further away again. A public right of way down the centre of the site is currently a dedicated bicycle trail, and bicycle facilities should be maintained in any development. Bus services pass 0.5km away from the site, and only once an hour. Access is through Mason's Bridge Road, which is currently a narrow rural lane with no pedestrian pavements. However, it may be possible to reduce travel somewhat by providing services and facilities on this large site, and the size of the site may justify improvements to public transport networks in the area.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.
5 - To make the best use of previously	0	The site is almost completely undeveloped, with only a few residential	N/A

developed land and existing buildings		and agricultural buildings in the northeast.	
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The site is around 1.2km from the Portland Drive local centre, and significant additional housing in this area would be likely to provide substantial support for businesses in this area. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	If the site does not significantly increase car use, it is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	+	Only the very southern edge of the site is located within Flood Zones 2 or 3, and there are small areas throughout the site at risk of surface flooding, particularly in the north centre of the site. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Only the very southern edge of the site is located within Flood Zones 2 or 3, and there are small areas throughout the site at risk of surface flooding, particularly in the north centre of the site.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Salfords Stream forms the southern boundary of the site. There are some larger ponds in the north of the site, along with some drains; and smaller ponds in the centre of the site - these should all be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Parts of the site in the north have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

<p>14 - To ensure air quality continues to improve and noise and light pollution are reduced</p>	<p>-</p>	<p>The very close proximity to a railway line may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.</p>	<p>Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.</p>
<p>15 - To protect and enhance landscape character</p>	<p>-</p>	<p>Whilst the land parcel adjoins the urban area of South Earlswood to the north, it displays many of the landscape characteristics including medium to large fields, well-developed hedgerows and areas of woodland. The land parcel is of a medium to high sensitivity to change. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field patterns. The site is very large and would represent a very obvious extension of the town to the south east, as well as clearly reducing the separation between South Earlswood and Salfords. The northern part of the site is less likely to impact on the landscape character, as this area is more contained by the existing urban area, and is further from Salfords. Overall, the impact on landscape character is likely to be somewhat negative.</p>	<p>Development should be of a sufficient density to represent a clear extension of the South Earlswood urban area, rather than appearing as a sprawl into the countryside. Development should respect existing long range views as much as possible, and maintain existing field patterns, trees, and hedgerows where possible. Location of development could be focused on the northern part of the site, where the landscape character is less sensitive to change.</p>

16 - To conserve and enhance biodiversity	-	There are large groups of TPOs running north to south slightly to the east of the site centre - the northwesternmost part of this group is also an area of ancient woodland, and the southernmost part is also a potential SNCI. Much of the northern part of the site is also a potential SNCI, and there is a third potential SNCI in the northwestern corner of the site. The southern boundary of the site falls within the River Mole BOA. All of these areas may require buffer zones to protect biodiversity.	Buffer zones may be required between the areas of ancient woodland and potential SNCI and development on the site. Trees with TPOs should be protected. Development should be sensitively designed to enhance biodiversity within the BOA.
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<b>SAL3 - Land North of Honeyrock Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 330 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	A public right of way crosses the eastern portion of the site and should be retained. The site is close to a station and local centre, and is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents.	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and	-	There are four grade II listed buildings in the northern part of the site, and these are not well shielded from the rest of	Sensitive design of the site and layout of development would be needed to protect the heritage assets.

their settings		the site. Development on this site should be designed so as not to impact the setting of these heritage assets.	
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is very close to some local services and facilities, and others are accessible by public transport from the site. The Salfords local centre and train station are just 0.3km away, and a primary school is 1.1km away. Horley and Redhill town centres are 4.4km and 4.3km away respectively, a secondary school is 3.5km, and a GP surgery is 3.6km. There are dedicated bicycle trails leading north and south near the site, and these should be connected through this site if development takes place. Buses pass the southern edge of the site, although they are not regular. Honeycrock Lane, to the south of the site, has pedestrian pavements; but Mason's Bridge Road to the east does not. Due to the proximity to a local centre and a train station, this site is accessible by sustainable transport options and could reduce the need to use cars.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The southern boundary of the site contains a number of residential properties, and there are agricultural buildings in the north, but the majority of the site is undeveloped.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 0.3km from the Salfords local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	Some of the northern part of the site is located in Flood Zones 2 or 3, with some small areas at risk of surface flooding in the rest of the site. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	Some of the northern part of the site is located in Flood Zones 2 or 3, with some small areas at risk of surface flooding in the rest of the site	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on

			areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Salfords Stream forms the northern boundary of the site, and there is a pond in the southeast corner of the site, and a smaller stream on the western side, and these should all be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Parts of the site around the agricultural uses have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The close proximity to a railway line and an industrial estate may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	<p>The land parcel is gently sloping and actively used for agriculture. It displays many of the landscape characteristics including medium-large fields with well-developed hedgerows and dispersed areas of woodland. The majority of the land parcel is subject to high sensitivity, however, the southern part adjoining Perrywood Business Centre is not. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field patterns. The site is adjacent to the northern corner of the existing urban area of Salfords, but is on the other side of the train tracks, and would represent a clear extension of the town to the northeast. The site would clearly reduce the separation between South Earlswood and Salfords. The southern part of the site is less likely to impact on the landscape character, as this area is already partially developed with residential properties, and is adjacent to an industrial estate. Overall, the impact on landscape character is likely to be somewhat negative.</p>	<p>Development should be of a sufficient density to represent a clear extension of the Salfords urban area, rather than appearing as a sprawl into the countryside. Development should respect existing long range views as much as possible, and maintain existing field patterns, trees, and woodland areas where possible. Location of development could be focused on the southern part of the site, where the landscape character is less sensitive to change.</p>
16 - To conserve and enhance biodiversity	0	<p>There are four individual TPOs on the site that should be protected. The northern boundary of the site falls within the River</p>	<p>Trees with TPOs should be protected. Development should be sensitively designed to enhance biodiversity</p>

	Mole BOA.	within the BOA.
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<b>SAL4 - Land East of Masons' Bridge Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 391 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	0	A public right of way runs across the site and should be retained. The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. However, this is counterbalanced by the distance of the site from existing facilities and services, which may discourage use of active transport.	Public rights of way should be retained. Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building in the south of the site, which is not well shielded from the rest of the site.	Sensitive design of the site and layout of development would be needed to protect the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is some distance from the majority of facilities - Salfords local centre and railway station is 2km away, and Redhill town centre is 3.2km. The closest employment area is only 1.5km away; but a primary school is 2.4km away and a secondary school 2.6km; and a GP surgery 2.5km away. Regular buses pass the site. There are no dedicated bicycle facilities in the area. Access is	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.

		through Mason's Bridge Road or Kingsmill Road, neither of which have pedestrian pavements. Although public transport passes very near the site, the distance from local centres, services, and facilities means that development on this site is likely to increase car use somewhat.	
5 - To make the best use of previously developed land and existing buildings	0	The southern boundary of the site contains a number of low density residential properties, and there are agricultural buildings in the centre, but the majority of the site is undeveloped.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 2km from the Salfords local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	If facilities are provided on site to reduce the need for travel, the site is unlikely to increase greenhouse gases significantly. However, the location of the site far from existing services is likely to increase the use of cars.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities. Consideration should be given to providing facilities and services on site where possible.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should

		water and energy. This applies equally to all sites.	be encouraged in new developments.
10 - To adapt to the changing climate	+	No part of the site is located in Flood Zones 2 or 3, though there are some areas at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	No part of the site is located in Flood Zones 2 or 3, though there are some areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the northern boundary of the site, and there are two ponds on the site that should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Parts of the site around the agricultural uses have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.

		remediate any contaminated land before going ahead.	
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The land parcel is gently sloping and used for agriculture. It displays many of the landscape characteristics including medium-large fields, well-developed hedgerows and long distance views. The land parcel is of a medium to high sensitivity to change. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field patterns. The site is adjacent to the eastern edge of the existing urban area of South Earlswood, and would be a clear eastward expansion of the town. There is an area of common land adjoining the site in the northwest corner. Overall, the impact on landscape character is likely to be somewhat negative.	Development should be of a sufficient density to represent a clear extension of the Salfords urban area, rather than appearing as a sprawl into the countryside. Development should respect existing long range views as much as possible, and maintain existing field patterns, trees, and hedgerows where possible. Development should not take place on common land.

16 - To conserve and enhance biodiversity	0	An area of ancient woodland and potential SNCI is just adjacent to the northwestern corner of the site, and a potential SNCI and some trees with TPOs are adjacent to the southwestern boundary. Buffer zones may be required to protect the potential SNCIs. The Earlswood and Redhill Commons BOA is very close to the northwestern corner of the site.	Buffer zones may be required between the areas of ancient woodland and potential SNCI and development on the site.
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<b>SAL5 - Land West of Montfort Rise</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 242 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	Public rights of way cross the northern portion of the site and run along the eastern edge and should be retained. The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents.	Public rights of way should be retained. Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided.

<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p>-</p>	<p>The site contains three locally listed buildings, an historic park/garden, and an area of archaeological potential, however these are all on the same part of the site around Horley Lodge, which is fairly well shielded from the rest of the site by trees. There is also a Grade II listed building just to the northwest of the site, which is less well-shielded. Overall, development should be possible without impacting too strongly on the setting of the heritage assets, but the overall development space of the site may have to be reduced to achieve this.</p>	<p>Sensitive design of the site and layout of development would be needed to protect the heritage assets.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>0</p>	<p>The site is close to some facilities and further from others - Salfords local centre and railway station are only 0.7km and 0.8km away respectively, although Horley town centre is 4km. The closest employment area is only 0.4km away; but a primary school is 1.5km away and a secondary school 3.7km; and a GP surgery 3.5km away. Regular buses pass 0.4km away from the site. There are no dedicated bicycle facilities in the area. Access is through Lodge Lane, which has no pedestrian pavements. Public transport passes very near the site, and the site is very accessible to train services, which may balance out the distance from some facilities.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.</p>

5 - To make the best use of previously developed land and existing buildings	0	The site is mostly undeveloped, with some scattered residential and agricultural buildings in the centre east and northwest of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 0.7km from the Salfords local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	No part of the site is located in Flood Zones 2 or 3, though there are some areas at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	+	No part of the site is located in Flood Zones 2 or 3, though there are some areas at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A drain runs along the western edge of the site, and there is a pond in the centre east of the site, as well as ponds just outside the boundary of the site to the southeast and northwest - all of these should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is mostly poor quality agricultural land, with an area of moderate quality land, with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	The land parcel is relatively flat and displays many of the landscape characteristics such as medium to large fields and long ranging views. There are also a number of established trees delineating the land parcel to the east, south and west. The land parcel is within the area sensitive to change. Development would need to retain the existing field pattern, trees and be mindful of long ranging views. The site is adjacent to the western edge of the existing urban area of Salfords, and would be a clear westward expansion of the town. Overall, the impact on landscape character is likely to be somewhat negative.	Development should be of a sufficient density to represent a clear extension of the Salfords urban area, rather than appearing as a sprawl into the countryside. Development should respect existing long range views as much as possible, and maintain existing field patterns, trees, and site delineations where possible.
16 - To conserve and enhance biodiversity	0	There is one tree with a TPO along the northeastern boundary of the site. The River Mole BOA is close to the northern edge of the site.	Trees with TPOs should be protected.

<b>SAL6 - Land West of Bonehurst Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 344 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

2 - To facilitate the improved health and wellbeing of the whole population	0	The site is a reasonable distance from the local centre and train station, although a little further from other facilities. Overall, the site is unlikely to have a strong impact on health and wellbeing.	Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building just to the northeast of the site, although this is well shielded from the site. There is an historic park/garden slightly to the northwest of the site, although the site is not considered an integral part of the setting for this heritage asset.	Development should be sensitively designed to protect the setting of the historic park and locally listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is a moderate distance from local services and facilities - Horley town centre is 2.4km away and Salfords local centre and railway station 1.1km; a primary school is 1.8km away, a secondary school 2.2km away, and a GP surgery 2km away; an employment area is opposite the site. There are no dedicated bicycle facilities in the area. Bus services run past the site every fifteen minutes. The site is accessed through the A23, which has pedestrian pavements. The site is a distance from some facilities, but the relative proximity to the station and the presence of a good bus service means it should not increase car use significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks.
5 - To make the best use of	0	The site is completely undeveloped.	N/A

previously developed land and existing buildings			
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.1km from the Salfords local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	No part of the site is located in Flood Zones 2 or 3, though there are some areas at risk of surface flooding, particularly in the south of the site, and across the centre of it. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.

11 - To reduce flood risk	+	No part of the site is located in Flood Zones 2 or 3, though there are some areas at risk of surface flooding, particularly in the south of the site, and across the centre of it.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are drains along the western boundary of the site which should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. An area in the southeast of the site has been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The very close proximity to an industrial estate may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	The land parcel is relatively flat and actively used for agriculture. It adjoins the A23 and is therefore within an area of high sensitivity to change. The land parcel displays many of the landscape characteristics including medium to large scale fields, long ranging views and established hedgerows. Development would need to retain the existing field pattern, trees and be mindful of long ranging views. The site is adjacent to the southwestern edge of the existing urban area of Salfords, and to the industrial estate to the east. Development on the site would represent a clear southward expansion of the town and would reduce the separation between Salfords and Horley. Overall, the impact on landscape character is likely to be somewhat negative.	Development should be of a sufficient density to represent a clear extension of the Salfords urban area, rather than appearing as a sprawl into the countryside. Location of development could be focused on the northern end of the site, reducing the amount to which the Salfords-Horley gap is reduced. Development should aim to protect the existing field pattern and trees where possible.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on this site.	N/A

<b>SAS1 - Redhill Aerodrome</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 1312 houses at a density of 30dph (with some of this housing in Tandridge and some in Reigate & Banstead). The site would have a positive impact on	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

		housing delivery in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. The site is so large that local services and facilities will almost certainly be provided, potentially reducing the need for car travel and encouraging walking.	Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two locally listed buildings just outside the boundaries of the site to the northwest, but these are fairly well-shielded by trees. There are eight listed buildings within the site boundaries, but the site is so large that it should be possible to develop without impacting these assets too strongly.	Development should be sensitively designed to protect the setting of listed buildings.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	<p>The site is located a long way from existing facilities - the nearest local centre is Salfords, which would not be able to cope with the additional demand for services that a settlement of this size would create. However, due to the size of the site (when the area within Tandridge is also considered), services and facilities would have to be provided at the new settlement itself, possibly reducing the need for car use and promoting walking and bicycle use. The site can also be provided with walking and cycling facilities from the beginning. However, public transport remains a concern - there is no nearby train station, and the closest buses currently pass 0.4km away from the site and run only once per hour, although the size of the site may justify improvements to the public transport network in the area. This may counteract the distance from existing services. Access is through Mason's Bridge Road and Kings Mill Road, neither of which currently have pedestrian pavements.</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.</p>
5 - To make the best use of previously developed land and existing buildings	-0	<p>The site is currently used as a grassed aerodrome, with some residential buildings scattered around the perimeter, and some buildings for aerodrome use in the eastern part of the site.</p>	<p>N/A</p>

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6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is likely to provide additional employment space and its own local centre, which would be supported by residents of the new settlement. This is likely to outweigh the loss of existing employment uses on the site.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing, which will outweigh the loss of existing employment uses on the site.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	If the site does not significantly increase car use, it is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	0	A large area in the centre of the site falls into flood zones 2 and 3, which could suffer increased flood risk as climate change increases. However, the site is so large that overall impact is likely to be neutral, as development can take place away from these areas.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	A large area in the centre of the site falls into flood zones 2 and 3, which could suffer increased flood risk as climate change increases. However, the site is so large that overall impact is likely to be neutral, as development can take place away from these areas.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Salfords Stream and Redhill Brook both run through the site, and there are numerous small ponds and other waterbodies on the site, and these should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.

13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is mostly poor quality agricultural land, with some areas of moderate quality land. Due to its use as an aerodrome, the site may suffer from land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-0	<del>The site does not currently suffer from any noise, light, or air pollution constraints. The site is not within an air quality management area. This scale of development will likely have some impact on air quality.</del> Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, <del>and air quality may also be slightly impacted by an increase in traffic.</del>	<del>-Impacts on air quality could be minimised by optimum use of public transport and active modes (cycling and walking).</del> A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The land parcel is within an area of medium to high sensitivity to change. The land parcel is gently sloping and partially used for agriculture. It displays some of the landscape characteristics including some medium to large fields, some areas of woodland, some established trees and wide ranging views. Development would need to retain the existing field pattern, wooded areas, hedgerows, field patterns and wide ranging views.	Development should be of a sufficient density to represent a clear new settlement, rather than appearing as a sprawl into the countryside. Development should be sensitively designed to respect the rural character of the landscape in this area, and should protect the existing pattern of hedgerows and fields. Established trees and wooded areas should be protected as far as possible.

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		The site is not adjacent to any existing urban area. Development on the site would form a new settlement in this area. Overall, the impact on landscape character is likely to be negative due to the size of such a site in a currently undeveloped area.	
16 - To conserve and enhance biodiversity	-0	<p>There are a number of group and individual TPOs on the site, some of which fall within a potential SNCI. There are four potential SNCIs on the site, and three areas of ancient woodland.</p> <p><u>However development here could potentially have an impact on biodiversity and therefore studies are likely to be required when master planning the site to ensure that any harm to potential SNCIs can be avoided</u></p> <p>The site is so large that development can take place without impacting these assets too much. The southern part of the site is within the River Mole BOA.</p>	<p>Buffer zones may be required between potential SNCIs, areas of ancient woodland, and development on the site. Trees with TPOs should be protected. Development should be sensitively designed to enhance biodiversity within the BOA.</p>

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SAS2 - Land at Ironsbottom			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 2396 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.

<p>2 - To facilitate the improved health and wellbeing of the whole population</p>	<p>+</p>	<p>Public rights of way cross the site in numerous places and should be retained. The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. The site is so large that local services and facilities will almost certainly be provided, potentially reducing the need for car travel and encouraging walking.</p>	<p>Public rights of way should be retained. Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.</p>
<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p>-</p>	<p>There are 10 small locally listed buildings within the site boundary, and another 8 just outside the boundaries. Most of these buildings are well shielded, and the site is large enough that development should be possible without impacting on their setting too strongly, but care will still need to be taken in developing the site.</p>	<p>Development should be sensitively designed to protect the setting of the locally listed buildings.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>0</p>	<p>The site is located a long way from existing facilities - the nearest local centre is Salfords, which would not be able to cope with the additional demand for services that a settlement of this size would create. However, due to the size of the site, services and facilities would have to be provided at the new settlement itself, possibly reducing the need for car use and promoting walking and bicycle use. The site can also be provided with walking and cycling facilities from the beginning. However,</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.</p>

		public transport remains a concern - there is no nearby train station, and buses are extremely irregular and leave from a stop 0.9km from the site, although the size of the site may justify improvements to the public transport network in the area. Access is through Ironsbottom, which has very narrow pedestrian pavements that would need to be widened to be accessible by people with reduced mobility.	
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with only some extremely scattered residential and agricultural buildings along the boundary of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The site is around 1.9km from the Woodhatch local centre, and significant additional housing in this area would be likely to provide substantial support for businesses in this area. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses	Consideration should be given to the inclusion of employment uses on the site.

		alongside housing.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	If the site does not significantly increase car use, it is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	None of the site is within Flood Zones 2 or 3, although some areas in the northwest of the site are at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	None of the site is within Flood Zones 2 or 3, although some areas in the northwest of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are drains along the southern boundary of the site and seven small ponds on the site which should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Areas in the northeast, northwest, and south of the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The close proximity to the A217 major road may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The land parcel is within an area of medium to high sensitivity to change. It is a relatively flat parcel which is actively used for agriculture. The land parcel has many of the characteristics of the	Development should be of a sufficient density to represent a clear new settlement, rather than appearing as a sprawl into the countryside. Development should be sensitively designed to

		<p>landscape character including well maintained hedgerows, scattered farmsteads, dispersed woodland areas and wide ranging views. Development would need to retain the existing field pattern, wooded areas and hedgerows and be mindful of the wide ranging views. The site is adjacent to the southwestern edge of the existing area of Sidlow, a village in the green belt. Development on the site would represent a massive extension of the size of Sidlow, and would essentially form a new settlement in this area. Overall, the impact on landscape character is likely to be quite negative due to the size of such a site in a currently undeveloped area and the massive change in character to the landscape around the existing settlement of Sidlow.</p>	<p>respect the rural character of the landscape in this area, and should protect the existing pattern of hedgerows and fields. Established trees and wooded areas should be protected as far as possible.</p>
16 - To conserve and enhance biodiversity	0	<p>There are two small areas of ancient woodland in the southeast of the site, and buffer zones may be required to protect them from the impact of development. The River Mole BOA is close to the site to the north, west, and east.</p>	<p>Buffer zones may be required between the areas of ancient woodland and development on the site.</p>

SAS3 - Land South of Duxhurst Lane (this is north of Duxhurst Lane?)			
Objective	Score	Comments	Potential Mitigation

1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 1250 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. This is counterbalanced by the distance of the site from existing facilities and services, which may discourage use of active transport. However, the site is large enough that local services and facilities will almost certainly be provided, potentially reducing the need for car travel and encouraging walking.	Development on this site should provide improved bicycle and pedestrian facilities. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two locally listed buildings in the southwest corner of the site, shielded by other, non-listed buildings. There are also a number of locally listed buildings just outside the border of the site, and development should be careful not to impact the settings of these sites either.	Development should be sensitively designed to protect the setting of the locally listed buildings.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is a long distance from the majority of facilities, with the nearest local centre and employment area being 2.7km away, and all other facilities being further away than this. There are no dedicated bicycle facilities in the area. Buses pass the site, but only on a very	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks. Consideration should be given to the provision of on-site services and

		sporadic basis, making public transport very difficult to access. Access is through Ironsbottom, Reigate Road, Duxhurst Lane, and Crutchfield Lane, which have either very narrow pedestrian pavements or none at all. The site is large enough that some services and facilities could be provided on-site, reducing the need to travel - however, significant improvements to the public transport service in this area would be needed to ensure access. The location of the site and the distance from public transport options means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	facilities to reduce car use and the need to travel.
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with only some extremely scattered residential and agricultural buildings along the boundary of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The site is around 2.7km from the Woodhatch local centre, and significant additional housing in this area would be likely to provide substantial support for businesses in this area. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	None of the site is within Flood Zones 2 or 3, although some areas in the northwest of the site are at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	None of the site is within Flood Zones 2 or 3, although some areas in the northwest of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.

<p>12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water</p>	<p>0</p>	<p>There are drains running throughout the site and four small ponds on the site which should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.</p>	<p>Existing water features on the site should be protected from the impacts of development.</p>
<p>13 - To reduce land contamination and safeguard soil quality and quantity</p>	<p>+</p>	<p>The site is poor quality agricultural land. Areas across the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.</p>	<p>Development should involve investigation of potential land contamination, and remediation of any contamination that is present.</p>
<p>14 - To ensure air quality continues to improve and noise and light pollution are reduced</p>	<p>-</p>	<p>The close proximity to the A217 major road may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.</p>	<p>Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.</p>

15 - To protect and enhance landscape character	--	The land parcel is characterised by generally flat, actively farmed open fields defined by hedgerow. It is within an area of medium to high sensitivity to change. The land parcel has many of the characteristics of the land parcel including areas of woodland, established hedgerows, medium fields and wide ranging views. Development would need to be mindful of the wide ranging views and seek to retain the existing hedgerows, wooded areas and field pattern. The site is not adjacent to any existing urban area. Development on the site would form a new settlement in this area. Overall, the impact on landscape character is likely to be negative due to the size of such a site in a currently undeveloped area.	Development should be of a sufficient density to represent a clear new settlement, rather than appearing as a sprawl into the countryside. Development should be sensitively designed to respect the rural character of the landscape in this area, and should protect the existing pattern of hedgerows and fields. Established trees and wooded areas should be protected as far as possible.
16 - To conserve and enhance biodiversity	0	There is a small area of ancient woodland in the centre of the site, and buffer zones may be required to protect it from the impact of development. There is a potential SNCI just to the south of the site. The River Mole BOA is close to the site to the east.	Buffer zones may be required between the areas of ancient woodland and development on the site. Development should be designed so as not to impact on the nearby potential SNCI.

<b>SAS4 - Land at Crutchfield Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home	++	Taking constraints into account, the site could accommodate around 1046 houses at a density	Housing should be provided in a range of sizes, types, and tenures to provide for the needs

suitable to their needs and which they can afford		of 30dph. The site would have a positive impact on housing delivery in the borough.	of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. This is counterbalanced by the distance of the site from existing facilities and services, which may discourage use of active transport. However, the site is large enough that local services and facilities will almost certainly be provided, potentially reducing the need for car travel and encouraging walking. A public right of way crosses the north of the site and should be retained.	Development on this site should provide improved bicycle and pedestrian facilities. Public rights of way should be retained. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a locally listed building in the northeast corner of the site and another on the eastern boundary, both shielded by trees or other, non-listed buildings. There is also a locally listed building just outside the border of the site to the north of the site, and a cluster of Grade II listed buildings and curtilages and an area of archaeological potential. Development should be careful not to impact the settings of these sites either.	Development should be sensitively designed to protect the setting of the locally listed buildings.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is a long distance from the majority of facilities, with Horley railway station being 2.4km away, and all other facilities being further away than this. There are no dedicated bicycle facilities in the area. Buses pass the site, but only on a very sporadic basis, making public transport very difficult to access. Access is through Ironsbottom, Reigate Road, Duxhurst Lane, and Crutchfield Lane, which have either very narrow pedestrian pavements or none at all. The site is large enough that some services and facilities could be provided on-site, reducing the need to travel - however, significant improvements to the public transport service in this area would be needed to ensure access. The location of the site and the distance from public transport options means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with only some extremely scattered residential and agricultural buildings along the boundary of the site.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The site is around 3.3km from Horley town centre, and significant additional housing in this area would be likely to provide substantial support for businesses in this area. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	None of the site is within Flood Zones 2 or 3, although some areas in the northeast and southeast of the site are at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to

			provide shade and cooling.
11 - To reduce flood risk	+	None of the site is within Flood Zones 2 or 3, although some areas in the northeast and southeast of the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are drains running throughout the site and thirteen small ponds on the site which should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Areas across the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The close proximity to the A217 major road may lead to problems relating to air and noise pollution. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.

<p>15 - To protect and enhance landscape character</p>	<p>--</p>	<p>The land parcel is within an area of medium to high sensitivity to change. The land parcel is of a mixed character including commercial development to the east. The land parcel displays many of the characteristics of the landscape character including medium scale fields, well established hedgerows and established trees. Development would need to be mindful of the wide ranging views and seek to retain the existing hedgerows, wooded areas and field pattern. The site is not adjacent to any existing urban area. Development on the site would form a new settlement in this area. Overall, the impact on landscape character is likely to be negative due to the size of such a site in a currently undeveloped area.</p>	<p>Development should be of a sufficient density to represent a clear new settlement, rather than appearing as a sprawl into the countryside. Development should be sensitively designed to respect the rural character of the landscape in this area, and should protect the existing pattern of hedgerows and fields. Established trees and wooded areas should be protected as far as possible.</p>
<p>16 - To conserve and enhance biodiversity</p>	<p>--</p>	<p>The Crutchfield Copse SNCI and area of ancient woodland occupies the centre of the site, and the Woods West of Crutchfield Copse Potential SNCI takes up much of the west of the site and beyond. The Roundwood area of ancient woodland is adjacent to the site to the northwest, and there are a few trees with TPOs in the centre east of the site. Buffer zones may be needed between the biodiversity assets and development, potentially severely restricting the</p>	<p>Buffer zones may be required between the areas of ancient woodland, SNCIs, and potential SNCIs and development on the site. Trees with TPOs should be protected.</p>

	amount of land available for housing. The River Mole BOA is close to the site to the east.
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<b>SAS4 - Land at Crutchfield Lane</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 4692 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is large enough to contain additional open space that could positively impact on the health and wellbeing of local residents. This is counterbalanced by the distance of the site from existing facilities and services, which may discourage use of active transport. However, the site is large enough that local services and facilities will almost certainly be provided, potentially reducing the need for car travel and encouraging walking. A number of public rights of way cross the northern areas of the site and should be retained.	Development on this site should provide improved bicycle and pedestrian facilities. Public rights of way should be retained. Publically accessible open space or play facilities should be provided. The site is large enough that consideration should be given to providing a GP surgery or other health facilities.

<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	<p>0</p>	<p>There a number of locally listed buildings scattered across the site in the north, west, and south central areas, and others just beyond the boundaries of the site to the north and east. There is a group of Grade II listed buildings and curtilages adjacent to the southern boundary of the site, located within an Area of Archaeological Potential. Another Area of Archaeological Potential is just to the east of the site. Most of these heritage sites are well-shielded by trees, although a few are not. In general, the site is so large and the heritage assets so scattered that it is likely that development could be designed in such a way as to not have a strong negative impact on heritage.</p>	<p>Development should be sensitively designed to protect the setting of the locally listed buildings.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	<p>0</p>	<p>The site is located a long way from existing facilities - the nearest local centre is Salfords, which would not be able to cope with the additional demand for services that a settlement of this size would create. However, due to the size of the site, services and facilities would have to be provided at the new settlement itself, possibly reducing the need for car use and promoting walking and bicycle use. The site can also be provided with walking and cycling facilities from the beginning. However, public transport remains a concern - there is no nearby train station, and</p>	<p>Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect to existing networks. Consideration should be given to the provision of on-site services and facilities to reduce car use and the need to travel.</p>

		the buses that pass the southern part of the site are extremely irregular, although the size of the site may justify improvements to the public transport network in the area. This may counteract the distance from existing services. Access is through Ironsbottom, Duxhurst Lane, Crutchfield Lane, Reigate Road, and Dover Green Road, none of which currently have pedestrian pavements.	
5 - To make the best use of previously developed land and existing buildings	0	The site is primarily undeveloped, with only some extremely scattered residential and agricultural buildings along the boundary of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	++	New developments contribute to economic growth within the borough. The size of the site means that employment uses, retail, and other services will likely be provided on-site, further promoting economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	++	New developments provide short term employment opportunities in construction within the borough. The site is large enough to accommodate some employment uses alongside housing.	Consideration should be given to the inclusion of employment uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	If the site does not significantly increase car use, it is unlikely to increase greenhouse gases significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.

9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	None of the site is within Flood Zones 2 or 3, although some areas across the site are at risk of surface flooding. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	None of the site is within Flood Zones 2 or 3, although some areas across the site are at risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are drains running throughout the site and approximately 24 small ponds on the site which should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.

13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is poor quality agricultural land. Areas across the site have been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The close proximity to the A217 major road may lead to problems relating to air and noise pollution, although this is unlikely to affect a size of this site too strongly. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties.	Development should consider how to mitigate the potential impacts of noise and air pollution on residents of this site. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The parcel is within an area of medium to high sensitivity to change. It is a relatively flat parcel which is actively used for agriculture. The parcel has many of the characteristics of the landscape character including well maintained hedgerows, scattered farmsteads, dispersed woodland areas and long ranging views. Development would need to be mindful of the wide ranging views and seek to retain the existing hedgerows, wooded areas and field pattern. The site is adjacent to the southwestern edge of the existing area of Sidlow, a village in the green belt. Development on the site would represent a massive extension of the size of Sidlow, and would	Development should be of a sufficient density to represent a clear new settlement, rather than appearing as a sprawl into the countryside. Development should be sensitively designed to respect the rural character of the landscape in this area, and should protect the existing pattern of hedgerows and fields. Established trees and wooded areas should be protected as far as possible.

		essentially form a new settlement in this area. Overall, the impact on landscape character is likely to be quite negative due to the size of such a site in a currently undeveloped area and the massive change in character to the landscape around the existing settlement of Sidlow.	
16 - To conserve and enhance biodiversity	-	There is an SNCI and two potential SNCIs in the centre and south of the site. The SNCI and one of the potential SNCIs consist partially of areas of ancient woodland, and there are five more ancient woodland areas in the west, east, and centre of the site. There are also some individual TPOs on the eastern boundary. The River Mole BOA is close to the site to the north, west, and east.	Buffer zones may be required between the areas of ancient woodland, SNCIs, and potential SNCIs and development on the site. Trees with TPOs should be protected.

<b>SPW09 - Land at Shepherd's Lodge Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 38 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	+	There is a public right of way running along the eastern edge of the site, and this should be retained. The site is very close to a major park, which may encourage	Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should

		activity among residents.	provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The Reigate Priory historic park/garden is just to the north of the site, though not directly adjoining. Development on the site would have to be carefully designed not to impact on the historic park, but as there are already houses around the site, this should be manageable.	Development should be sensitively designed to protect the setting of the historic park.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is fairly well located for local services and facilities - Reigate town centre is 1.4km away and Woodhatch local centre 1.5km; a primary school is 0.4km away and a GP surgery 1.3km away; however, other facilities are further away, including a secondary school (2km), the railway station (2.4km), and the employment area (2.2.km). There are no dedicated bicycle facilities in the area. Bus services run past the site every half an hour. The site is accessed through Park Lane East, which has pedestrian pavements. The site is a little far away from the town centre and train station to fully encourage sustainable transport and will probably slightly increase car use, although there is good access to bus transport.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is completely undeveloped.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.4km from the Reigate town centre and 1.5km from Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	++	Only a very small area of the southeastern corner of the site is at any risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	++	Only a very small area of the southeastern corner of the site is at any risk of surface flooding.	Development should provide SUDS or other flood defences where appropriate, along with design measures to

			manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	Landscape constrains development potential due to the change in levels, has a high sensitivity to change, is within close proximity to the AGLV (and recommended AONB) and is in front of the wooded hillside which forms part of the setting of Reigate and from which panoramic views are possible. Should the parcel be allocated, development would need to be sensitive to the AGLV, be mindful of long-range views and conserve the prominence of the wooded hillside. The site adjoins the existing urban	Development should be sensitively designed to protect the character of the AGLV and the wooded hillside south of Priory Park. Development should respect existing long range views as much as possible.

		area on the east and south, and would seem like only a slight westward expansion of south Reigate. Development on this site would be likely to have significant impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The northern part of the site contains a group of trees with TPOs, and these should be protected. The Reigate Heath BOA is close to the northern tip of the site.	Trees with TPOs should be protected.

<b>SPW15 - Land North of Slipshatch Road, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	Taking constraints into account, the site could accommodate around 296 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is a long distance from most facilities, and is likely to encourage car use rather than walking.	The provision of additional facilities closer to the site could increase take-up of walking among residents. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a Grade II listed building and Grade II listed curtilages a short way to the north of the site, in a fairly open area of countryside. Development on the site should be careful not to impact on the setting of	Sensitive design of the site and layout of development would be needed to protect the heritage assets.

		these heritage assets.	
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is some distance from the majority of facilities - the Woodhatch local centre is 1.3km away, a GP surgery 1km, primary school 0.6km, and a secondary school 1.8km away; but the nearest town centre in Reigate is 2.6km away, the railway station 4km, and the employment area 3.6km. There are no dedicated bicycle facilities in the area. Buses leave every 30 minutes from a stop 0.8km away, making public transport difficult to access. Access is through Whitehall Lane or Slipshatch Road, neither of which have pedestrian pavements. The location of the site and the distance from public transport options means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is completely undeveloped.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.3km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	None of the site falls within Flood Zones 2 or 3, but there are some areas at risk of surface flooding along the northern boundary. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	None of the site falls within Flood Zones 2 or 3, but there are some areas at risk of surface flooding along the northern boundary	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A small water issue forms the northern boundary of the site and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality	Existing water features on the site should be protected from the impacts of development.

		or supply, although further investigation is needed on the possibility of groundwater contamination.	
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is moderate quality agricultural land. A small area in the east of the site has been identified as being at risk of land contamination, and development on this site would need to undertake further investigation and remediate any contaminated land before going ahead.	Development should involve investigation of potential land contamination, and remediation of any contamination that is present.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The land parcel is low-lying and used for agriculture. It is of high landscape sensitivity and any development would need to be sensitively designed given the proximity to the AGLV and would need to be mindful of long-range views. The site is currently isolated from the urban area and does not adjoin it at any point - it would appear as an isolated settlement in the countryside. The AGLV is located nearby to the northwest of the site, and this area of AGLV is being considered for	Development should be sensitively designed to protect the character of the AGLV. Development should be designed to suit the rural context of the site. Development should respect existing long range views as much as possible.

		inclusion in the AONB. Development on this site would be likely to have significant impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The River Mole BOA is close to the western edge of the site.	N/A

<b>SPW16 - ASD on The Green, Reigate</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 49 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is a long distance from most facilities, and is likely to encourage car use rather than walking.	The provision of additional facilities closer to the site could increase take-up of walking among residents. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no heritage constraints.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is some distance from the majority of facilities - the Woodhatch local centre is 1.2km away, a GP surgery and primary school 1.5km away, and a secondary school 1.9km away; but the nearest town centre in Reigate is 2.5km away, the railway station 3.8km, and the employment area 3.2km. There are no dedicated bicycle facilities in the area. Buses leave every 30 minutes from a stop 0.8km away, making public transport difficult to access. Access is through Lonesome Lane, a narrow country road with no pedestrian pavements. The location of the site and the distance from public transport options means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks.
5 - To make the best use of previously developed land and existing buildings	0	The site is completely undeveloped.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.2km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to	+	New developments provide short term employment opportunities	N/A

meet the needs of the local economy		in construction within the borough.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.
10 - To adapt to the changing climate	+	An area of the southern boundary of the site is within Flood Zones 2 or 3, with some areas at risk of surface flooding slightly beyond that. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	+	An area of the southern boundary of the site is within Flood Zones 2 or 3, with some areas at risk of surface flooding slightly beyond that.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the southern boundary of the site and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of	Existing water features on the site should be protected from the impacts of development.

		groundwater contamination.	
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is poor quality agricultural land and has no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The land parcel is low-lying and used for agriculture. It is of high landscape sensitivity and any development would need to be mindful of long-range views. The site is currently separated from the main urban area of Woodhatch and would appear as something of a sprawl into the countryside on the southern end of the town. Development on this site would be likely to have notable impact on landscape character.	Development should be designed to suit the rural context of the site. Development should respect existing long range views as much as possible.
16 - To conserve and enhance biodiversity	--	The entire site is part of the New Pond Farm/Felland Copse SNCI, and development here would undoubtedly have some impact on that SNCI. The entire site also falls within the Earlswood and Redhill Commons BOA.	Ordinarily, buffer zones should be put in place between the SNCI and development on the site. In this case, that will not be possible, and development would instead have to be designed to enhance biodiversity, or at least avoid damaging it, within the SNCI and BOA.

SPW18 - Paddock, Dovers Green Road, Reigate			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	Taking constraints into account, the site could accommodate around 23 houses at a density of 30dph. The site would have a positive impact on housing delivery in the borough.	Housing should be provided in a range of sizes, types, and tenures to provide for the needs of a range of people.
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is a long distance from most facilities, and is likely to encourage car use rather than walking. A public right of way runs along the north of the site and should be retained.	The provision of additional facilities closer to the site could increase take-up of walking among residents. Public rights of way should be retained. Publically accessible open space or play facilities should be provided. Development on this site should provide improved bicycle and pedestrian facilities.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Two Grade II listed buildings lie to the west of the site, but these are shielded by other, non-listed buildings.	Sensitive design of the site and layout of development would be needed to protect the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is some distance from the majority of facilities - the Woodhatch local centre is 1.3km away, a GP surgery 1.5km away, a primary school 0.5km away, and a secondary school 1.9km away; but the nearest town centre in Reigate is 2.4km away, the railway station 4km, and the employment area 3.6km. There are no dedicated bicycle facilities in the area. Buses leave every 30 minutes from a stop 0.8km away, making	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities that connect with existing networks.

		public transport difficult to access. Access is through Lonesome Lane, a narrow country road with no pedestrian pavements. The location of the site and the distance from public transport options means that there are substantial barriers to the use of sustainable transport, and development on this site would likely increase car use significantly.	
5 - To make the best use of previously developed land and existing buildings	0	The site is completely undeveloped.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough. The site is around 1.3km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities in construction within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is likely to increase car use in the area, and will therefore contribute to rising greenhouse gases.	Improved public transport access could reduce car use, and development on this site should provide improved bicycle and pedestrian facilities.
9 - To use natural resources prudently	0	Materials used in construction may have some effect on natural resources, and new residents will consume natural resources including water and energy. This applies equally to all sites.	Sustainable construction methods that reduce natural resource use should be encouraged. High levels of water and energy efficiency should be encouraged in new developments.

10 - To adapt to the changing climate	0	Part of the eastern edge of the site falls within Flood Zones 2 or 3, and there are areas at risk of surface flooding throughout the site, although large parts continue to be free of all risk. The risk of flooding is likely to increase with the effects of climate change.	Development should provide SUDS or other flood defences where appropriate; and avoid building on areas at risk of flooding or surface flooding. Design of sites should encourage the use of passive heating and cooling, and planting should be considered to provide shade and cooling.
11 - To reduce flood risk	0	Part of the eastern edge of the site falls within Flood Zones 2 or 3, and there are areas at risk of surface flooding throughout the site, although large parts continue to be free of all risk.	Development should provide SUDS or other flood defences where appropriate, along with design measures to manage surface runoff; and avoid building on areas at risk of flooding or surface flooding.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the eastern boundary of the site and should be protected from the impacts of development. Development here is unlikely to have significant impacts on water quality or supply, although further investigation is needed on the possibility of groundwater contamination.	Existing water features on the site should be protected from the impacts of development.
13 - To reduce land contamination and safeguard soil quality and quantity	0	The site will not have a significant impact on land quality or contamination - the site is poor quality agricultural land and has no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site does not currently suffer from any noise, light, or air pollution constraints. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential	A construction statement could be used to set out how construction impacts will be mitigated.

		properties, and air quality may also be slightly impacted by an increase in traffic.	
15 - To protect and enhance landscape character	-	The land parcel is a well-defined paddock currently used for agriculture; however, displays some of the landscape characteristics of the character area such as well-developed hedgerows. The land parcel is within an area of high landscape sensitivity and any development would need to be mindful of long-range views and should seek to protect the well-developed hedgerows. The site is currently isolated from the urban area and does not adjoin it at any point - it would appear as an isolated settlement in the countryside. Development on this site would be likely to have notable impact on landscape character.	Development should be designed to suit the rural context of the site and should protect existing hedgerow patterns. Development should respect existing long range views as much as possible.
16 - To conserve and enhance biodiversity	0	The eastern part of the site falls within the River Mole Biodiversity Opportunity Area. There is an SNCI located to the east of the site, and a group of TPOs to the northeast, though neither adjoins the site directly.	Development should be sensitively designed to enhance biodiversity within the BOA.

## Appendix N – Gypsy, Traveller, and Travelling Showperson Site Allocations

<b>BV16 - Land South of Woodmansterne Lane, Banstead</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	This site could accommodate up to 15 pitches, and would make a positive contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	--	The site is adjacent to a conservation area, an area of high archaeological potential, and a grade II listed building with listed curtilages. These assets are not very well shielded, and development on this site would likely have a strong impact on them	Layout of the site should aim to have as little impact as possible on the conservation area and listed buildings, and should be careful to avoid impacting on the area of archaeological potential.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is close to the town centre of Banstead, providing fairly easy access to services, facilities, and shops. A bus service runs directly past the site. Overall, this site is fairly accessible by sustainable transport.	N/A
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and	0	The site is not likely to have a strong impact on economic growth.	N/A

sustainable			
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is fairly accessible by sustainable transport modes, and should have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, but the site is in an area at potential risk of groundwater contamination.	Consideration should be given to the protection of groundwater.
13 - To reduce land contamination and safeguard soil quality and quantity	+	Small areas of the site may be contaminated, and this would need to be remediated to make the site safe for human habitation before allocating it for pitches.	Contamination must be remediated before the site is inhabited.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are residential properties adjacent to the site, and the potential impact of noise on these properties should be considered.	Careful layout of the site could reduce any potential noise impacts on nearby residents.

15 - To protect and enhance landscape character	--	The site is currently in the green belt, and has been assessed as being of higher importance to the green belt for preventing merging and safeguarding countryside, and moderate importance for checking sprawl. The site is located within the very narrow gap between Banstead and Woodmansterne. The site was assessed as being of high importance to the greenbelt, and development here would have a strong landscape impact.	Careful design of the site could ensure that it does not contribute to closing the gap between Banstead and Woodmansterne.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>BV18 - Land South of Croydon Lane, Banstead (Parcel Option A)</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	This site could accommodate up to 15 pitches, and would make a positive contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and	+	The site is close to the town centre of Banstead, providing fairly easy access to services, facilities, and shops. A bus service runs directly past the site. Overall, this site is fairly accessible by sustainable transport.	N/A

facilities			
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is fairly accessible by sustainable transport modes, and should have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, but the site is in an area at potential risk of groundwater contamination.	Consideration should be given to the protection of groundwater.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are residential properties adjacent to the site, and the potential impact of noise on these properties should be	Careful layout of the site could reduce any potential noise impacts on nearby residents.

		considered.	
15 - To protect and enhance landscape character	--	The site is currently in the green belt, and has been assessed as being of higher importance to the green belt for checking sprawl and safeguarding countryside, and moderate importance for preventing merging. The site is located close to the very narrow gap between Banstead and Woodmansterne. The site was assessed as being of high importance to the greenbelt, and development here would have a strong landscape impact.	Careful design of the site could ensure that it does not contribute to closing the gap between Banstead and Woodmansterne.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>BV18 - Land South of Croydon Lane, Banstead (Parcel Option B)</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	This site could accommodate up to 15 pitches, and would make a positive contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all	+	The site is close to the town centre of Banstead, providing fairly easy access to services, facilities, and shops. A bus service runs directly past the site. Overall, this site is fairly accessible by	N/A

services and facilities		sustainable transport.	
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is fairly accessible by sustainable transport modes, and should have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, but the site is in an area at potential risk of groundwater contamination.	Consideration should be given to the protection of groundwater.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are residential properties close to the site, and the potential impact of noise on these	Careful layout of the site could reduce any potential noise impacts on nearby residents.

		properties should be considered.	
15 - To protect and enhance landscape character	--	The site is currently in the green belt, and has been assessed as being of higher importance to the green belt for checking sprawl and safeguarding countryside, and moderate importance for preventing merging. The site is located close to the very narrow gap between Banstead and Woodmansterne. The site was assessed as being of high importance to the greenbelt, and development here would have a strong landscape impact.	Careful design of the site could ensure that it does not contribute to closing the gap between Banstead and Woodmansterne.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

**G3 - Woodlea Stables, Peeks Brook Lane, Horley**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 4 pitches, and would provide some contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is very close to the M23 motorway, and the air and noise pollution from this road is likely to have negative health impacts on the residents. There is a public right of way adjacent to the site, which should be maintained.	Consideration should be given as to how to reduce the impacts of noise and air pollution on the site. Public rights of way should be protected.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is a very long distance from the nearest town or local centre, in an area with no public transport. The site is very hard to access through any means other than private vehicles, and is likely to increase the need to travel and the need to use cars.	Due to the location and size of the site, there is no feasible mitigation for this problem.
5 - To make the best use of previously developed land and existing buildings	+	The site is currently used as a stable, and this would represent a reasonably good use of developed land in a rural area.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	--	The site is not easily accessible by sustainable transport modes, and is likely to increase greenhouse gas emissions through transport.	Due to the location and size of the site, there is no feasible mitigation for this problem.
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	0	A small part of the site is located within flood zone 2, and the site is adjacent to an area at risk of surface flooding, but not within the area itself.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.

11 - To reduce flood risk	0	A small part of the site is located within flood zone 2, and the site is adjacent to an area at risk of surface flooding, but not within the area itself.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond close to the site, but the site is not in an area at risk of groundwater contamination.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The entire site is potentially contaminated, and this would need to be remediated to make the site safe for human habitation before allocating it for pitches.	Contamination must be remediated before the site is inhabited.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is close to, but not quite within an AQMA. The site is not close to existing residential properties. However, the site is very close to the M23 motorway, and this is likely to create some noise and air pollution issues for the residents.	Consideration should be given as to how to reduce the impacts of noise and air pollution on the site.
15 - To protect and enhance landscape character	0	The site is within the green belt, and has been assessed as being of moderate importance for checking sprawl and safeguarding the countryside, and as of overall moderate importance to the greenbelt. The location next to a major motorway reduces the landscape impact that development on this site would have, as does the fact that the land is already developed.	Development should be careful to ensure it has no stronger impact on the landscape than the existing use of the land.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>G4 - Treetops/Trentham, Peeks Brook Lane, Horley</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 2 pitches, and would provide some contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is very close to the M23 motorway, within an AQMA, and the air and noise pollution from this road is likely to have negative health impacts on the residents. There is a public right of way adjacent to the site, which should be maintained.	Consideration should be given as to how to reduce the impacts of noise and air pollution on the site. Public rights of way should be protected.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is a very long distance from the nearest town or local centre, in an area with no public transport. The site is very hard to access through any means other than private vehicles, and is likely to increase the need to travel and the need to use cars.	Due to the location and size of the site, there is no feasible mitigation for this problem.
5 - To make the best use of previously developed land and existing buildings	+	The site currently contains a residential property, and this would represent a reasonably good use of developed land in a rural area.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to	0	The site is not likely to have a strong impact on employment opportunities.	N/A

meet the needs of the local economy			
8 - To reduce greenhouse gas emissions and move to a low carbon economy	--	The site is not easily accessible by sustainable transport modes, and is likely to increase greenhouse gas emissions through transport.	Due to the location and size of the site, there is no feasible mitigation for this problem.
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	-	Most of the site is located within flood zone 2, although none of it is within flood zone 3. A small part of the site is also at risk of surface flooding.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
11 - To reduce flood risk	-	Most of the site is located within flood zone 2, although none of it is within flood zone 3. A small part of the site is also at risk of surface flooding.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond close to the site, but the site is not in an area at risk of groundwater contamination.	Existing water features should be protected.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The entire site is potentially contaminated, and this would need to be remediated to make the site safe for human habitation before allocating it for pitches.	Contamination must be remediated before the site is inhabited.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is within an AQMA. The site is not close to existing residential properties. However, the site is very close to the M23 motorway, and this is likely	Consideration should be given as to how to reduce the impacts of noise and air pollution on the site.

		to create some noise and air pollution issues for the residents.	
15 - To protect and enhance landscape character	0	The site is within the green belt, and has been assessed as being of moderate importance for checking sprawl and safeguarding the countryside, and as of overall moderate importance to the greenbelt. The location next to a major motorway reduces the landscape impact that development on this site would have, as does the fact that the land is already developed.	Development should be careful to ensure it has no stronger impact on the landscape than the existing use of the land.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

#### G6 - Land at Crossoak Lane/Picketts Lane, Horley

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	This site could accommodate up to 10 pitches, and would make a positive contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and	-	The site is located between the town centre of Horley and the local centre of Salfords. Both centres are a fairly long walk from the site, and there is no public transport that directly passes	Consideration could be given to improving the pedestrian environment in the area to allow for easier walking to the nearest bus stop.

facilities		the site. The site is not very accessible by sustainable modes of transport and will likely increase the need to travel to access services and the need to sue cars.	
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not easily accessible by sustainable transport modes, and is likely to increase greenhouse gas emissions through transport.	Consideration could be given to improving the pedestrian environment in the area to allow for easier walking to the nearest bus stop.
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	0	Only a small area of the site falls within flood zone 2, and none of it within flood zone 3. There is a small area at risk of surface flooding.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
11 - To reduce flood risk	0	Only a small area of the site falls within flood zone 2, and none of it within flood zone 3. There is a small area at risk of surface flooding.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is not within an area at risk of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are no residential properties adjacent to the site. The site is unlikely to have any impact on these issues.	N/A
15 - To protect and enhance landscape character	--	The site is currently in the green belt, and has been assessed as being of higher importance to the green belt for checking sprawl and safeguarding countryside. The site is located in an isolated rural location on undeveloped land. The site was assessed as being of high importance to the greenbelt, and development here would have a strong landscape impact.	Development should be carefully designed to try and reduce the impact on the landscape, although this may be difficult in this location.
16 - To conserve and enhance biodiversity	0	The site is adjacent to a potential SNCI, and close to an area of ancient woodland, and consideration should be given to any potential risks that development on the site might pose to these assets.	A buffer zone should be considered between the potential SNCI and the pitches on the site.

<b>G9a - Land West of Plot 4, Fairacres, Axes Lane, Salfords</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 4 plots, and would provide some contribution to housing in the borough.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a Grade II listed building next to the site, which is not particularly well shielded. Development on this site should be careful not to impact upon the setting of this heritage asset.	Development and the layout of the site should be considered carefully so as not to impact the listed building.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is close to the local centre of Salfords, where a train station and bus services are available. The site is fairly accessible by sustainable transport modes.	N/A
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is fairly accessible by sustainable transport modes, and should have a positive impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	0	The site is at some risk of surface flooding, but is not within flood zones 2 or 3.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing

			some kind of SUDS to combat flood risk.
11 - To reduce flood risk	0	The site is at some risk of surface flooding, but is not within flood zones 2 or 3.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is not within an area at risk of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are no residential properties adjacent to the site. The site is unlikely to have any impact on these issues.	N/A
15 - To protect and enhance landscape character	-	The site is currently in the green belt, and has been assessed as being of higher importance to the green belt for checking sprawl and safeguarding countryside. The site is located in a rural location on undeveloped land, not connected to any existing settlements. The site was assessed as being of high importance to the greenbelt, and development here would have a strong landscape impact.	Development should be carefully designed to try and reduce the impact on the landscape, although this may be difficult in this location.
16 - To conserve and enhance biodiversity	0	There are groups of TPOs near the site, and these should be protected.	Trees with TPOs should be protected.

<b>G9b – Land South of Fairacres, Axes Lane, Salfords</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 4 plots, and would provide some contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is fairly close to the local centre of Salfords, where a train station and bus services are available. The site is fairly accessible by sustainable transport modes.	N/A
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	The site is fairly accessible by sustainable transport modes, and should have a positive impact on greenhouse gas emissions.	N/A

9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	+	A small amount of the site is at some risk of surface flooding, but none of the site is in flood zones 2 or 3.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
11 - To reduce flood risk	+	A small amount of the site is at some risk of surface flooding, but none of the site is in flood zones 2 or 3.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, and the site is not within an area at risk of groundwater contamination.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are no residential properties adjacent to the site. The site is unlikely to have any impact on these issues.	N/A
15 - To protect and enhance landscape character	0	The site is currently in the green belt, and has been assessed as being of moderate importance for safeguarding countryside. The site is located in a rural location on undeveloped land, not connected to any existing settlements. However, overall landscape impact is likely to be limited.	Development should be careful to ensure it has no strong impact on the landscape.

16 - To conserve and enhance biodiversity	0	There are groups of TPOs around the whole boundary of the site, and these should be protected.	Trees with TPOs should be protected.
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<b>G11 - Highlands, Blackhorse Lane, Lower Kingswood</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 4 pitches, and would provide some contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The site is very close to the M25 motorway, within an AQMA, and the air and noise pollution from this road is likely to have negative health impacts on the residents. There is a public right of way adjacent to the site, which should be maintained.	Consideration should be given as to how to reduce the impacts of noise and air pollution on the site. Public rights of way should be protected.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is a very long distance from the nearest town or local centre, although public transport does pass the site. The site is a long distance from services and facilities, and is likely to increase the need to travel and the need to use cars.	Due to the location and size of the site, there is no feasible mitigation for this problem.
5 - To make the best use of previously developed land and existing buildings	+	The site currently contains a residential property, and this would represent a reasonably good use of developed land in a rural area.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A

7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	The site is not easily accessible by sustainable transport modes, and is likely to increase greenhouse gas emissions through transport.	Due to the location and size of the site, there is no feasible mitigation for this problem.
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are no water features on or near the site, but the site is in an area at potential risk of groundwater contamination.	Consideration should be given to the protection of groundwater.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is within an AQMA. There are residential caravan properties adjacent to the site. The site is very close to the M25 motorway, and the proximity to this road may cause noise and air pollution problems for the residents.	Consideration should be given as to how to reduce the impacts of noise and air pollution on the site.

15 - To protect and enhance landscape character	0	The site is currently in the green belt, and has been assessed as being of moderate importance to the green belt for checking sprawl and safeguarding countryside, and of moderate importance to the green belt overall. The site is also within the AGLV and adjacent to the AONB, which would normally cause it to have a stronger impact on the landscape. However, the proximity to the M25 motorway and position next to a busy road means the landscape in this area is already heavily impact, reducing the negative effects of this development.	Development should be careful to ensure it has no strong impact on the landscape or on views into and out of the AGLV or AONB.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

**G12 - Land at Kent's Field, Rectory Lane, Chipstead**

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 2 pitches, and would provide some contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve	0	The site is fairly close to both Woodmansterne and Chipstead. While these are mainly residential areas, they do provide some fairly easy access	N/A

accessibility to all services and facilities		to shops and services. The site is therefore fairly accessible and does not increase the need to travel.	
5 - To make the best use of previously developed land and existing buildings	0	The site is currently undeveloped.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The site does not increase the need to travel, so should have a neutral impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
11 - To reduce flood risk	++	The site does not fall within a flood zone or an area at risk of surface flooding.	N/A
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The site is within an area at high risk of groundwater contamination.	Consideration should be given to the protection of groundwater.
13 - To reduce land contamination and safeguard soil quality and quantity	0	There is no contamination on the site.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are no residential properties adjacent to the site, apart from an existing caravan site. The site is unlikely to have any impact on these issues.	N/A
15 - To protect and enhance landscape character	0	The site is currently in the green belt, and has been assessed as being of moderate importance to the green belt for checking sprawl, preventing merging, and safeguarding countryside, and of moderate importance to the green belt overall. The site is close to the edge of the existing settlement, which may reduce the landscape impact to some extent.	Development should be careful to ensure it has no strong impact on the landscape.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>The Old Rectory, Rectory Lane, Woodmansterne</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	This site could accommodate up to 4 pitches, and would provide some contribution to housing in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to have a positive or negative impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve	0	The site is fairly close to both Woodmansterne and Chipstead. While these are mainly residential areas, they do provide some fairly easy access to shops and	N/A

accessibility to all services and facilities		services. The site is therefore fairly accessible and does not increase the need to travel.	
5 - To make the best use of previously developed land and existing buildings	0	The site is currently undeveloped.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	0	The site is not likely to have a strong impact on economic growth.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	The site is not likely to have a strong impact on employment opportunities.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	The site does not increase the need to travel, so should have a neutral impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	Additional residents in an area will require some amount of additional natural resources, such as water and energy. However, this applies to all sites equally.	N/A
10 - To adapt to the changing climate	0	Much of the site is at some risk of surface flooding, although none of it falls within flood zones 2 or 3.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.
11 - To reduce flood risk	0	Much of the site is at some risk of surface flooding, although none of it falls within flood zones 2 or 3.	The layout of the site should keep residential uses away from flood risk areas. Consideration should be given to installing some kind of SUDS to combat flood risk.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The site is within an area at high risk of groundwater contamination.	Consideration should be given to the protection of groundwater.
13 - To reduce land contamination and safeguard soil quality and quantity	+	Small areas of the site may be contaminated, and this would need to be remediated to make the site safe for human habitation before allocating it for pitches.	Contamination must be remediated before the site is inhabited.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not within or close to an AQMA. There are no residential properties adjacent to the site, apart from an existing caravan site. The site is unlikely to have any impact on these issues.	N/A
15 - To protect and enhance landscape character	0	The site is currently in the green belt, and has been assessed as being of moderate importance to the green belt for checking sprawl, preventing merging, and safeguarding countryside, and of moderate importance to the green belt overall. The site is close to the edge of the existing settlement, which may reduce the landscape impact to some extent.	Development should be careful to ensure it has no strong impact on the landscape.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

## Appendix O – Assessment Tables for Selected Sites Only

Urban Site Allocations																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	1	1	1	1	1
BAN1: 136-168 High Street, Banstead	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0
BAN2: The Horseshoe, Banstead	0	+	0	+	+	+	+	+	0	+	+	0	0	0	0	0
BAN3: Banstead Community Centre	+	+	-	+	+	+	+	+	0	+	+	0	0	0	0	0
RED4: Church of Epiphany, Merstham	+	+	0	+	+	+	+	+	0	0	0	0	0	0	0	0
RED2: Bellway House, Merstham	+	0	0	+	+	0	0	+	0	0	0	0	+	-	+	0
RED6: Former Oakley Centre, Merstham	+	+	+	+	+	+	+	+	0	+	+	0	+	0	0	0
RED5: Merstham Library	+	+	0	+	+	+	+	+	0	-	-	0	0	0	0	0
RTC4: Colebrook, Redhill	+	+	0	+	+	+	+	+	0	-	-	0	+	0	0	0
RTC2: 16-46 Cromwell Road, Redhill	+	+	0	+	+	+	+	+	0	0	0	0	0	-	+	0
RTC5: Former Longmead Centre, Redhill	+	+	+	+	+	+	+	+	0	0	0	0	+	0	0	0

RTC6: Gloucester Road Car Park, Redhill	+	+	0	+	+	+	+	+	0	0	0	0	+	0	+	0
RED8: Reading Arch Road/Brighto n Road North, Redhill	+	+	0	+	+	+	+	+	0	--	--	0	+	-	+	0
RED1: Quarryside Business Park, Redhill	+	0	0	-	+	0	0	-	0	+	+	0	+	+	0	0
REI3: Albert Road North Industrial Estate, Reigate	+	+	+	+	+	+	+	+	+	0	0	0	+	0	+	0
REI2: Land Adjacent to the Town Hall, Reigate	+	+	-	+	+	+	+	+	0	+	+	0	0	0	0	0
REI1: Library and Pool House, Reigate	+	+	0	+	0	+	+	+	0	-	-	0	+	0	0	0
HOR6: 50-66 Victoria Road, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	0	0
HOR10: 59- 61 Brighton Road, Horley	+	+	0	+	+	+	0	+	0	+	+	0	+	0	0	0
HOR8: Former Chequers Hotel, Horley	+	0	+	-	+	+	+	-	0	+	+	0	+	0	0	0
HOR1: High Street Car Park, Horley	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0
HOR5: Horley Library	+	+	0	+	0	+	+	+	0	+	+	0	0	0	0	0
HOR3: Horley Police Station	+	+	0	+	+	+	+	+	0	+	+	0	+	0	+	0
HOR7: Telephone Exchange, Horley	+	+	0	+	+	+	+	+	0	0	0	0	+	0	0	0

Sustainable Urban Extension Allocations																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
NWH1 - Land at Meath Green Lane	++	+	-	--	0	+	+	--	0	-	-	?	0	-	-	0
NWH2 - Land at Bonehurst Road	+	0	0	0	0	+	+	0	0	--	--	0	0	-	0	0
SEH4 - Land off The Close and Haroldslea Drive	++	-	0	++	+	+	0	+	0	-	-	0	+	-	-	0
ERM1 - Land at Hillsbrow	++	+	0	+	0	+	+	0	0	++	++	0	+	-	--	-
ERM2/3 – Land West of Copyhold Works and Former Copyhold Works	++	+	0	+	+	+	+	0	0	++	++	-	++	-	-	--
ERM4 - Land South of Bletchingley Road	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	-
ERM5 - Oakley Farm, Off Bletchingley Road, Merstham	++	0	-	-	0	+	+	-	0	++	++	0	0	0	0	0
SSW2 - Land at Sandcross Lane	++	+	0	-	0	+	+	-	0	0	0	0	0	0	0	0
SSW6 – Land West of Castle Drive	+	0	0	-	-	+	+	-	0	+	+	0	0	0	-	0
SSW7 - Hartswood Nursery	+	+	0	-	0	+	+	-	0	++	++	0	0	0	0	0
SSW9 - Land at Dovers Farm	++	+	-	-	0	+	+	-	0	+	+	0	0	0	-	0

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Gypsy, Traveller, and Travelling Showperson Selected Sites																
Site	Sustainability Objective															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
G3 - Woodlea Stables, Peeks Brook Lane, Horley	+	-	0	--	+	0	0	--	0	0	0	0	+	-	0	0
G4 - Treetops/Trentham, Peeks Brook Lane, Horley	+	-	0	--	+	0	0	--	0	-	-	0	+	-	0	0
G12 - Land at Kents Field, Rectory Lane, Chipstead	+	0	0	0	0	0	0	0	0	++	++	-	0	0	0	0
G9 – Land South of Fairacres, Axes Lane, Salfords	+	0	0	+	0	0	0	+	0	+	+	0	0	0	0	0

