

Core Strategy Examination

Sustainable Urban Extensions:

**Broad Geographic Locations Technical
Report**

November 2012

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Executive Summary

This paper has been prepared to support the Reigate & Banstead Core Strategy: Further Amendments consultation (December/January 2012). It presents technical work undertaken by the Council, at the request of the Core Strategy Planning Inspector, to identify broad geographic locations for urban extensions in the borough in the later stages of the Core Strategy period (which runs from 2012-2027).

The technical work has been carried out in line with an outline methodology presented by the Council to the Core Strategy Exploratory Meeting in August 2012. It has included assessment of the merits of different scales of urban extension, mapping of constraints, and analysis of the suitability and sustainability of 20 different areas of search adjoining the borough's urban areas. This has allowed the Council to identify and prioritise broad locations for urban extensions, taking into account:

- Overall sustainability (that is, social, environmental and economic considerations)
- Physical and policy constraints that exist around the borough, including levels of flood risk
- The contribution that different parts of the borough make to fulfilling strategic Green Belt functions
- Fit with the overall spatial strategy for the borough set out in the Core Strategy, that has already been appraised, consulted on and agreed by the Council.

This technical report is supported by a separate Sustainability Appraisal Report, and an Addendum to the Core Strategy Sequential Test.

The conclusions of the technical work are summarised as follows:

- 1) It is not possible to accommodate the level of growth required on land beyond the Green Belt (around Horley). There are, though, some opportunities in the Rural Surrounds of Horley, outside areas of flood risk, which have the potential to accommodate small scale growth to contribute to the overall housing target.
- 2) Within the Green Belt, the most sustainable and appropriate broad location for development adjoining the urban area is to the East of Redhill and East of Merstham. The DMP should identify sites within this broad location to deliver around 500 to 700 new homes: these sites should be released for development if monitoring information indicates that opportunities within the urban area are insufficient to deliver the Council's housing target.
- 3) The DMP should also identify sites in the broad location to the South and South West of Reigate (Woodhatch) to deliver around 500 to 700 new homes. These sites should be released if additional land for housing is required, or opportunities to the East of Redhill and East of Merstham are unable to deliver the identified level of growth.
- 4) Development in each of these locations should also be subject to caveats relating to the siting and design of development and the delivery of infrastructure/service improvements to meet the needs of the new population.
- 5) A longer term development opportunity has been identified to the East of Salfords, however it is not anticipated that development in this location will be required within the current plan period.

As a result of this technical work, a number of changes (Further Amendments) are being proposed to the submitted Reigate & Banstead Core Strategy, in particular Policy CS4, CS6 and the key diagram. These changes will be publicly consulted upon in late 2012/early 2013.

Following public consultation, the Further Amendments will be submitted to the Inspector for testing through the public Examination process. All representations made in relation to the consultation will also be provided to the Inspector.

1. Introduction

- 1.1 This paper has been prepared to support the Reigate & Banstead Core Strategy: Further Amendments consultation (December/January 2012). It presents the technical work that has been undertaken by the Council to identify broad geographic locations for urban extensions in the borough in the later stages of the Core Strategy period (which runs from 2012-2027).
- 1.2 The work has been undertaken at the request of the Core Strategy Planning Inspector, and following consultation, will be submitted to the Inspector for further testing through the public Examination process. All representations made in relation to the consultation will also be provided to the Inspector. For further information please contact the Planning Policy Team (01737 276000; LDF@reigate-banstead.gov.uk)

2. Background

- 2.1 The Reigate & Banstead Core Strategy (CS) was submitted to the Secretary of State for examination in May 2012. The submitted CS sets out a long term strategy for growth and development in the borough. In the short to medium term, over the first 10 years, priority is given to regeneration and making the best use of the development opportunities that exist in the urban area. In the longer term, the submitted Core Strategy identifies that some greenfield development will be required to accommodate sustainable urban extensions. Core Strategy Policy CS4 included guidance about the criteria that will be used to identify where longer term development will take place. Policy CS4 as submitted is reproduced in Table 1.

Table 1: Policy CS4 as submitted (May 2012)

Policy CS4 Allocation of Land for Development
<p>The Council will prioritise the allocation of land for, and delivery of, development in sustainable locations as set out below.</p> <p><u>Short to medium term (up to 2022)</u></p> <p>1. Priority locations for growth and regeneration (of equal priority):</p> <ul style="list-style-type: none">• Redhill town centre.• Horley town centre• Horley North East and North West sectors.• Preston regeneration area.• Merstham regeneration area.• Other regeneration areas as identified by the Council and its partners. <p><u>Throughout the plan period</u></p> <p>2. Built up areas of Redhill, Reigate, Horley and Banstead:</p> <ol style="list-style-type: none">a) Town centres first, thenb) Edge of centre locations within walking distance of town centres. <p>3. Other sustainable sites in the existing urban area, according to the criteria for sustainable development set out in Policy CS8.</p> <p><u>Beyond 2022</u></p> <p>4. Sustainable urban extensions may be required. The precise scale and location of these will be determined through further study guided by the criteria for sustainable development set out in CS8 and consideration of landscape character and sensitivity. Areas of search will include:</p> <ol style="list-style-type: none">a) Those areas of land that have a realistic chance of being developed (not covered by constraints such as AONB) and are not within proximity of the Mole Gap to Reigate Escarpment (to avoid any urbanising impact on the SAC).b) Those areas which adjoin the urban area and are accessible to existing public transport/service provision.c) Those areas of land which do not make a significant contribution to fulfilling Green Belt functions.

- 2.2 It should be noted that this policy, and alternatives to delivering housing growth through sustainable urban extensions, have been explored through the development of the Core Strategy and the Sustainability Appraisal (SA) process. More information and a summary of the alternatives considered is included in the SA report that accompanies this paper¹.
- 2.3 Following submission, the Core Strategy Inspector identified some key concerns about the approach taken to sustainable urban extensions in the submitted document, in particular considering that:
'the CS appears somewhat ambivalent about the need for Sustainable Urban Extensions (SUE), whereas the evidence points clearly to a gap in supply for which SUEs are the only option proposed. So as to provide a strategic framework for future DPDs, the CS should identify the broad geographic location of SUEs and their likely scale and timing.'
- 2.4 An Exploratory Meeting (EM) was held in August 2012 to explore this, and other, concerns identified by the Inspector. For that meeting, the Council prepared a short paper setting out a possible way forward to incorporate more information about the scale and broad geographic location of urban extension(s)². The outcome of the EM was that the Examination was temporarily suspended for 6 months to enable the Council to carry out further technical work, primarily in relation to urban extensions³.
- 2.5 This report presents that technical work in relation to urban extensions, and identifies amendments to the Core Strategy to reflect this new evidence. The amended Core Strategy, incorporating the outcomes of this, and other work, will undergo public consultation before being submitted to the Inspector.

3. Methodology

- 3.1 As outlined above, a draft methodology for this work was provided to the Inspector prior to the Core Strategy EM. The methodology was based around a number of related tasks. Table 2 provides a summary of the methodology, which has been updated to take account of discussions at the EM, most notably inclusion of a new criterion in task 4 relating to strategic Green Belt purposes. The methodology is explained in more detail in the following sections of this report.

Table 2: Summary of urban extensions methodology

Task 1	Suggest amendments to policy and supporting text to clarify scale of urban extension(s). <i>These amendments are provided in section 4 and section 8 of this report, and Annex 8</i>
Task 2	Undertake additional testing to explore the relative merits of one large or several smaller urban extensions <ul style="list-style-type: none"> - Sustainability Appraisal - Viability testing of hypothetical schemes - Consideration of deliverability issues <i>This testing is explained further and summarised in section 5 of this report, along with Annexes 1 and 2.</i>
Task 3	(a) Constraints mapping: identify those areas of land that do not have a realistic chance of being developed or are within proximity of the Mole Gap to Reigate Escarpment SAC. <i>More information about, and the outputs of, this task is provided in section 6 of this report</i> (b) Define initial areas of search (based on those areas that have a realistic chance of being developed).

¹ SA report available at: www.reigate-banstead.gov.uk/csexam

² RBBC/6 Sustainable urban extensions: potential methodology and timetable, August 2012

³ ID/4 Note of Exploratory Meeting, September 2012

	<i>More information about, and the outputs of, this task is provided in section 6 of this report</i>
Task 4	<p>Undertake high level analysis of suitability, sustainability and capacity of initial areas of search, including:</p> <ul style="list-style-type: none"> - Localised constraint mapping - Cross boundary discussions where relevant. - Fit with overall spatial strategy and 'Sustainable Development' policy - Access to public transport and existing services/centres - High level assessment of landscape character and sensitivity. - Flood risk sequential testing. - Assessment of land availability. - Sustainability appraisal - High level assessment of strategic Green Belt purposes. <p><i>More information and the outputs of this task are set out in section 7 of this report and Annexes 3, 4, 5 and 6</i></p>
Task 5	<p>(a) Identify and prioritise one or more broad location for inclusion in the CS and for more detailed assessment as the Development Management Policies/site allocations document is prepared. <i>This task is reported in section 8 of this report and Annex 7</i></p> <p>(b) Suggest amendments to the CS showing broad location(s) for urban extension(s) <i>The results of this task are included in section 8 and Annex 8.</i></p>

4. Task 1: Clarifying the scale of urban extension(s)

- 4.1 The 2012 Strategic Housing Land Availability Assessment (SHLAA)⁴ identifies that - taking into account known land supply and urban broad locations, and an allowance for windfalls - a deficit of up to 1,600 homes exists in the period beyond 2022 to enable the proposed housing requirement across the plan period (460 homes per year) to be met. The SHLAA goes on to estimate that, if provided as a single urban extension, this would have a total land take (including open space and service provision) of around 73ha.

Table 3: Summary of 2012 SHLAA evidence

Years 1-10: Focus on priority areas for regeneration and growth				
Total housing requirement	Identified sites	Windfalls	'Urban broad locations'	Yr 1-10 flexibility 'buffer'
4,600	4,105	500	435	440
Years 11-15: Need for urban extensions				
Total housing requirement	Identified sites	Windfalls	Deficit = Urban extensions	Or If Year 1-10 'buffer' not needed
2,300	500	250	1,550	1,110

- 4.2 The scale of urban extension(s) needs to be clarified within the supporting text of the Core Strategy. Changes proposed in task 5b will provide address this.

5. Task 2: One large vs. several smaller urban extension(s)

- 5.1 This task comprises the testing of the implications of providing one large or several smaller urban extensions in the later stages of the plan period. The testing was broken down into the following:
- Sustainability Appraisal of different scale options
 - Deliverability/achievability of different scale options; and
 - Viability testing of different scale options.

⁴ SHLAA 2012 available at http://www.reigate-banstead.gov.uk/planning/planning_policies/local_development_framework/ldf_evidence_base/housing_evidencebase/index.asp

- 5.2 The task was undertaken at an early stage in the Urban Extensions work programme to enable the outputs of the testing to feed into the later stages of the work. Inevitably, therefore, task 2 entailed a strategic assessment, and the scales tested were indicative only, as detail about specific broad locations/capacities/constraints was not available. The nature and level of the appraisal should therefore be borne in mind when considering the outputs of task 2.

Sustainability Appraisal testing

- 5.3 The Sustainability Appraisal testing at this stage focused on building on the existing Core Strategy Sustainability Appraisal, and the assessment of the sustainability of different broad locations undertaken alongside the SHLAA. The following alternatives were appraised, using the agreed East Surrey Sustainability Appraisal Objectives (Annex 1):
- One large urban extension (of 1,500/2,000 dwellings)
 - Two/three medium sized extensions (500-700 dwellings)
 - A number of smaller extensions spread more widely across the borough (100-300 dwellings)
 - Developing a stand-alone settlement (approx. 2000 dwellings)
- 5.4 Further detail about of the task 2 sustainability testing are presented in the Sustainability Appraisal Report⁵. Table 4 presents a summary of the findings.

Table 4: Summary of task 2 sustainability appraisal findings

Type / size of extension(s)	Summary of SA findings
One large extension (1500-2000 dwellings)	One large development of between 1500 and 2000 houses scores positively against a number of sustainability objectives, such as decentralised energy systems, economic growth, reducing the need to travel, accessibility and health and wellbeing. A number of these objectives scored well due to the provision of new infrastructure which would be enabled through development at this scale, such as a school and community facilities. There were a number of unknowns in this appraisal as location would be crucial in determining the outcome of development scored against several sustainability objectives. Overall, this option has the potential to be sustainable, as assessed within the bounds of no information on location. Further sustainability assessment is required taking into account the location of each potential area of search.
2 or 3 medium sized extensions (500 – 700 dwellings)	As there is currently no information on location, there is nothing in the appraisal that suggests that urban extensions of this size would be less sustainable than one large or several small. There are some positives associated with potentially less severance of habitats and potentially less impact on historic areas than with one large extension, but again this is very much dependent on location. The size is such that there may be the opportunity for the provision of some infrastructure, but this will be dependent on the location, and what is available in the vicinity already. Overall, this option has the potential to be sustainable, as assessed within the bounds of no information on location. Further sustainability assessment is required taking into account the location of each potential area of search.
Several smaller sized extensions (100 – 300 dwellings)	Many of the positive scores for small extensions are unknown as the scoring is so dependent on the location. The scoring for a large extension can be slightly more positive in this respect as the scale allows the provision of infrastructure. Small extensions will have to rely on existing infrastructure in most cases, and therefore the scoring is highly reliant on knowing the location. Overall, this option has the potential to be sustainable, as assessed within the bounds of no information on location. Further sustainability assessment is required taking into account the

⁵ SA report available at: www.reigate-banstead.gov.uk/csexam

	location of each potential area of search.
Stand alone settlement (2000 dwellings)	<p>The stand alone settlement scores positively over a number of sustainability objectives, and is similar in sustainability credentials to one large extension. Negative scoring can be seen against making best use of previously developed land and buildings, and biodiversity. Landscape and water quality have possible negatives against them, dependent on location. The only areas within the borough that could have a SAS (from the point of view of not coalescing with an existing urban area) are North East and South West of the borough. From a delivery point of view a SAS could be identified and safeguarded for delivery at the end of this plan period, and enable future housing delivery outside of this planning period. Much of the positive scoring in this appraisal is due to the provision of infrastructure, facilities and transport to serve the new settlement; however it would benefit from being close to the rail and road network, indicating that in reality an urban extension would fulfil these criteria better than a stand-alone; this would be dependent on location. Overall, this option has the potential to be sustainable, as assessed within the bounds of no information on location. Once a decision has been made as to what type/ size of development is preferred, further sustainability appraisal will need to be carried out on alternative locations.</p>

Assessing deliverability and achievability

- 5.5 A high level assessment of the deliverability and achievability of various scales of urban extension was also undertaken. Identification of criteria for the assessment was guided by the CLG SHLAA Practice Guidance⁶, which directs local planning authorities to consider the implications of market, cost and delivery factors when assessing options for delivering housing growth. The scales of growth tested were as follows:
- One large urban extension of around 1,600 dwellings
 - Two/three medium sized extensions of around 500 dwellings
 - A number of smaller extensions in a variety of locations of around 200 dwellings each
- 5.6 Given that this testing was done at an early stage, the assessment of deliverability and achievability necessarily takes a strategic approach. Assumptions have been made in relation to certain factors but it should be recognised that there are likely to be micro variations across the borough which may have implications for deliverability at a site-specific level.
- 5.7 It will of course be necessary to undertake more detailed assessment of the deliverability of specific sites through the site allocation process (which will be informed by evidence collected through the SHLAA process). Given the nature of development and the possible need to assemble diverse land interests, evidence of land availability within broad locations will also need to be considered in more detail before allocating sites. It should also be noted that this assessment of deliverability only considers development of around 200 homes or above. There may be smaller scale opportunities adjoining the urban area which could contribute to the provision of housing, which may have different deliverability characteristics/issues compared to the scale of urban extensions assessed here.
- 5.8 Annex 2 provides a detailed discussion of the market, cost and deliverability considerations at each scale.
- 5.9 Table 5 summarises the headline findings.

⁶ Strategic Housing Land Availability Assessment: Practice Guidance (2007) available at <http://www.communities.gov.uk/documents/planningandbuilding/pdf/399267.pdf>

Table 5: Summary of task 2 Deliverability/achievability findings

Market	<ul style="list-style-type: none"> Whilst there may be micro variations and specific locational factors which will enhance attractiveness it is unlikely that market demand will act as an impediment to urban extensions on any scale provided developments are appropriately phased.
Cost	<ul style="list-style-type: none"> Urban extensions of the scales considered (200 dwellings +) are likely to benefit from economies of scale and thus able to drive normal construction costs down. The type and amount of infrastructure which can be secured is highly dependant upon the scale of development. Infrastructure availability should be considered as far as practical when appraising search areas. <ul style="list-style-type: none"> Smaller scale extensions are likely to be more reliant on existing infrastructure capacity (and improvements to it) with limited scope and critical mass for securing new provision. There would be greater scope and rationale for securing new infrastructure on-site on larger scale extensions. It may be possible to coordinate delivery of new infrastructure if a number of smaller/mid sized extensions are clustered in close proximity and delivered at similar timescales.
Delivery	<ul style="list-style-type: none"> Lead-in times (i.e. the period from inception of planning to first completions) will be longer for large scale extensions. This could be somewhat reduced by frontloading the process through masterplanning. Given the scale of development proposed and the possible need for - and implications of – assembling diverse land interests, evidence of land availability would need to be considered when appraising search areas and certainly when allocating sites. Urban extensions of the scales assessed are likely to attract major volume housebuilders and therefore developer capacity is unlikely to constrain delivery In the current market and given the scale of development proposed, the maximum delivery rate that could be achieved by a single developer on a single site is 50-80dpa. Therefore, a single large site is unlikely to be capable of delivering the homes needed within a 5 year period and a combination of sites should be sought. <ul style="list-style-type: none"> Small extensions (1 developer): 50-80dpa Medium extensions (2 developers): 80-100dpa Large extensions (3+ developers): 150-200dpa

Economic viability

- 5.10 The 2012 SHLAA included viability testing of two hypothetical greenfield urban extensions, of 500 dwellings and 200 dwellings. For the purposes of this work, further supplementary testing was carried out on three scales of greenfield urban extension: 200 dwellings, 500 dwellings and 1,600 dwellings.
- 5.11 Strategic testing of this kind is highly sensitive to input assumptions and should therefore be treated as indicative of likely confidence in viability as opposed to definitive analysis of the exact economics of each scale of extension.
- 5.12 Table 6 summarises the appraisal findings. The testing indicates that greenfield urban extensions are likely to have a reasonable confidence of viability regardless of the scale of development.

Table 6: Summary of indicative viability appraisal findings

	200 unit	500 unit	1,600 unit
Construction period	42 mnths	60 mnths	120 mnths
Exit	66 mnths	90 mnths	156 mnths
Phases	2	3	5
Total NDV (at NPV)	£46,074,080	£106,391,476	£308,172,566

Total Cost (at NPV)	£35,075,382	£80,486,601	£243,038,675
Total Profit	£10,998,698	£25,904,875	£65,133,891
Profit on NDV	23.9%	24.3%	21.1%
Profit on Cost	31.4%	32.2%	26.8%

- 5.13 Whilst the viability appraisals demonstrate confidence that development in the form of urban extensions will be viable, there will naturally be location and site specific factors which will impact upon the economics of development, particularly in respect of physical constraints or specific infrastructure needs. Such issues will need more detailed appraisal as part of the site allocation process. The viability appraisal models also reiterate the high sensitivity of schemes such as this, particularly at the larger scales, towards cash flow and the timing of obligations. This will need to be considered carefully when sites are brought forward for development and ideally through any masterplanning work carried out beforehand.

Emerging conclusions from task 2

- 5.14 On the basis of the above analysis, it appears that it is unlikely that it would be practical to deliver 1,600 homes in a single location over a five year period. The alternative option would therefore be to deliver a combination of the following types of development:
- Medium-sized urban extensions (500-700)
 - The first phases of larger urban extensions or a stand-alone settlement
 - A larger number of smaller 'non-strategic' developments (e.g. 100-200) spread more widely across the borough.
- 5.15 Both the work on deliverability and sustainability appraisal highlight that smaller scale developments would be less able to secure on-site service and infrastructure provision. Delivering a large number of smaller developments is also more likely to have a cumulative impact on existing infrastructure across a wide area, which will be more difficult to plan for and address. Coupled with the likely inability for such smaller scale development to secure specific upgrades to existing, or new services through s106 etc, delivery of a large number of small or very small developments spread across the borough is therefore not a preferred option.
- 5.16 Whilst the principle of a stand-alone settlement performs relatively well in sustainability terms, it is not considered that there are sufficiently accessible opportunities within the borough where such a development could be located in the timeframes envisaged. In addition, the principle of a stand-alone settlement is not currently in line with the overall spatial strategy set out in the Core Strategy, which has itself been appraised and consulted upon. At this stage, therefore, the decision was taken to look first for opportunities for urban extensions, which are likely to have better access to existing services and facilities.
- 5.17 On the basis of the sustainability, deliverability and viability testing, it has therefore been concluded that the focus should be on looking for opportunities for strategic-scale urban extensions that could either be delivered in a single or multiple stages, rather than a larger number of smaller developments (although recognising that there may still be these smaller scale opportunities that could be appropriate in some locations).

6. Task 3: Defining initial areas of search

- 6.1 The purpose of task 3 was to screen out, at an early stage, those areas of land that do not have any realistic chance of being developed, including areas within proximity of the Mole Gap to Reigate Escarpment SAC.

Task 3a: Constraints Mapping

- 6.2 Table 7 summarises those ‘landscape-scale’ designations (i.e. that generally extend across a broad (rather than local) area) that are considered to be major constraints to development and where land does not have a realistic chance of being developed. Developing in these areas of constraints is not considered to be a ‘reasonable alternative’ therefore they have been excluded from sustainability appraisal options testing.

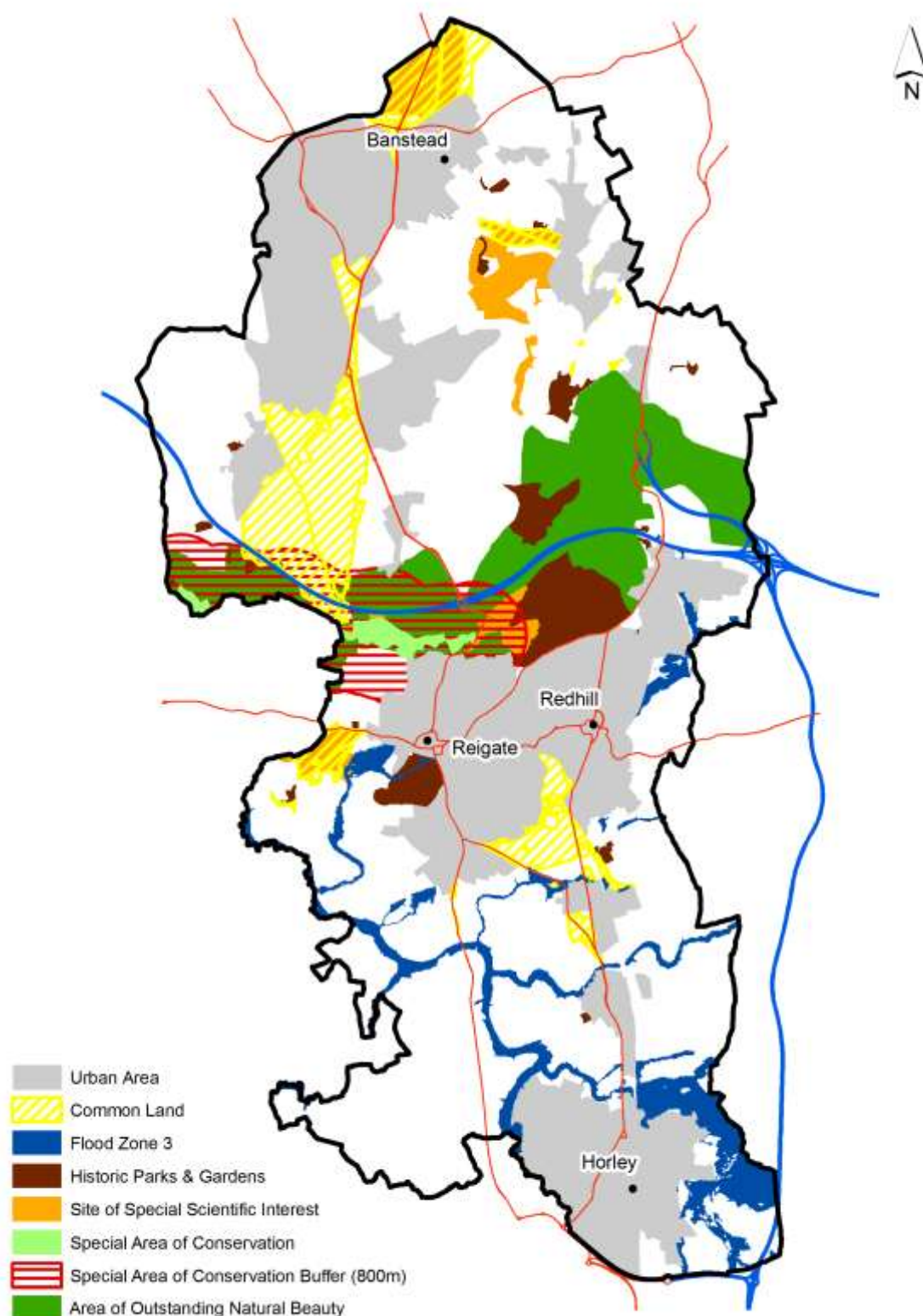
- 6.3 Figure 1 maps the extent of these areas of constraint.

Table 7: Summary of designated areas that ‘do not have a realistic chance of being developed’

Constraint	Summary/reference
Surrey Hills AONB	Designated under the provisions of 1949 National Parks and Access to the Countryside Act to secure permanent protection against development that would damage the areas’ special qualities. Protected in planning policy terms through NPPF which identifies: <ul style="list-style-type: none"> • Policies relating to sites designated as AONB indicate development should be restricted (para 14) • Nationally designated sites should be given protection commensurate with their status (para 113) • Great weight should be given to conserving landscape and scenic beauty in AONBs (para 115). <i>On the basis of legal and planning policy protection given to AONBs, locating large-scale housing development in the AONB is not considered a reasonable alternative.</i>
Mole Gap to Reigate Escarpment SAC	Protected under the EU Habitats Directive (1992) and 2010 Habitats Regulations (as amended) to protect the most valued and threatened species and habitats. Protected in planning policy terms through NPPF which identifies: <ul style="list-style-type: none"> • Policies relating to sites protected under the Habitats Directive indicate development should be restricted (para 14) • Internationally designated sites should be given protection commensurate with their status (para 113)
800m ‘exclusion’ buffer around the SAC	Impact of the Core Strategy on the SAC (in combination with other plans and projects) assessed through the Habitats Regulations Assessment (Appropriate Assessment) Feb 2012. HRA supports precautionary approach to avoiding impact on the SAC from urban extensions set out in CS4 (the principle of a buffer around the SAC). 800m reflects a 15 min walking distance which within which, in very general terms, development may have the greatest impact in terms of recreational use by local visitors. <i>On the basis of legal and planning policy protection to the SAC, and the need to take a precautionary approach, locating large-scale housing development on, or within 800m of, the SAC is not considered a reasonable alternative.</i>
SSSIs	Protected under the Wildlife and Countryside Act 1981 (as amended) to secure their protection, management and existence into the future. Protected in planning policy terms through NPPF which identifies: <ul style="list-style-type: none"> • Policies relating to sites designated as AONB indicate development should be restricted (para 14) • Nationally designated sites should be given protection commensurate with their

	<p>status (para 113)</p> <ul style="list-style-type: none"> • Development on land within or outside an SSSI likely to have an adverse impact on it should not normally be permitted (para 118). <p><i>On the basis of legal and planning policy protection given to SSSIs, locating large housing development in SSSIs is not considered a reasonable alternative.</i></p>
Flood Zone 3	<p>Protected in planning policy terms through NPPF which identifies:</p> <ul style="list-style-type: none"> • Policies relating to locations at risk of flooding indicate development should be restricted (para 14) • Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (para 100) • Unless Sequential and Exceptions Testing demonstrates benefits sustainability benefits outweigh flood risk and it can be demonstrated that the development will be safe for its lifetime, development should not be allocated (para 102). <p>Further guidance included in the Technical Guidance to NPPF which identifies that:</p> <ul style="list-style-type: none"> • More vulnerable uses (including dwellinghouses) should only be permitted in flood zone 3a if the Exceptions Test is passed; only water-compatible uses and essential infrastructure should be permitted in Zone 3b. <p><i>On the basis of national planning policy, locating large scale housing development in Flood Zone 3 is not considered a reasonable alternative given the presence of land outside Zone 3 elsewhere in the borough.</i></p>
Registered Historic Parks and Gardens	<p>Statutory landscape designation to protect significant designed landscapes. Protected in planning policy terms through NPPF which identifies:</p> <ul style="list-style-type: none"> • Policies relating to designated heritage assets indicate development should be restricted (para 14) • Local authorities should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance (para 126) <p><i>On the basis of statutory and planning policy protection given to Registered Historic Parks and Gardens, locating large housing development in these places is not considered a reasonable alternative.</i></p>
Common Land	<p>Protected from development by statutory controls, including the Commons Act 2006 and the Acquisition of Land Act 1981.</p> <p><i>On the basis of the legal protections in place, locating housing development on Common Land is not considered a reasonable alternative.</i></p>

Figure 1: Map of designated areas that 'do not have a realistic chance of being developed'



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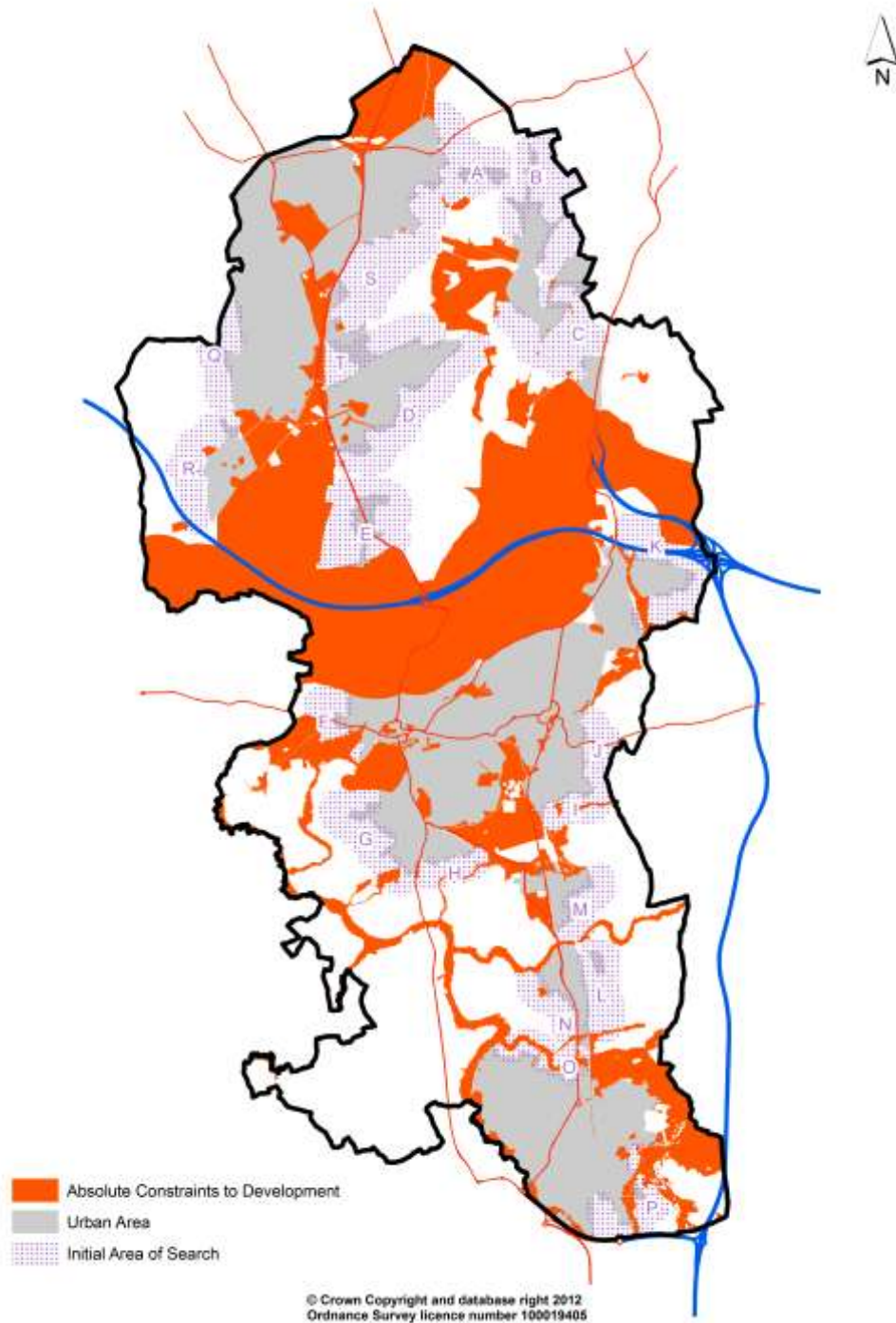
Task 3b: Defining areas of search

- 6.4 The map in Figure 1 above has been used as the basis for the identification of initial areas of search.
- 6.5 Areas of search have been identified around and adjoining the urban area, but excluding (as far as possible) those areas of absolute constraint screened out in task 3a. The individual areas of search have been defined on the basis of general descriptions of the direction of growth around a particular settlement that they encompass.
- 6.6 Table 8 describes the initial areas of search identified. These are mapped on Figure 2.

Table 8: Initial areas of search

Ref	Description	Ref	Description
A	East of Banstead	K	Merstham
B	East of Chipstead	L	East of Salfords
C	South of Chipstead	M	South Earlswood
D	South of Kingswood	N	West of Salfords
E	Lower Kingswood	O	North West of Horley
F	West of Reigate	P	South East of Horley
G	West of Woodhatch	Q	West of Tadworth
H	South of Woodhatch	R	Walton on the Hill
I	South of Redhill	S	South of Banstead
J	East of Redhill	T	North of Kingswood

Figure 2: Map of initial areas of search



- 6.7 At this stage, it is important that the following caveats are noted:
- The areas of search have been identified to assist in the analysis of constraints and opportunities in those locations that adjoin the urban areas of the borough. The extent of and 'edges' of areas of search mapped above will not necessarily exactly define the final broad locations..
 - Areas of search have been defined to reflect general directions of growth around a settlement area. The boundaries of the mapped areas of search (particularly the 'outer boundaries') are not intended to be precise or absolute and should therefore be taken as indicative rather than prescriptive.

6.8 These initial areas of search were then taken forward for testing in task 4.

7. Task 4: Analysis of initial areas of search

- 7.1 The analysis of the initial areas of search looked at a wide range of considerations, including:
- a. Landscape
 - b. Heritage
 - c. Biodiversity and Green Infrastructure
 - d. Flood risk
 - e. Other constraints including land use (agricultural, formal recreation), environmental health and amenity, and physical and topographical features.
 - f. Land availability and deliverability
 - g. Accessibility, including to town and local centres, public transport and services such as healthcare and education and employment.
 - h. Strategic fit with overall spatial strategy and sustainable development principles
 - i. Strategic Green Belt role
- 7.2 A standard form was used to undertake an initial assessment of each area of search to identify the constraints and opportunities within the area. The forms were completed drawing on a range of information including officers' knowledge of the borough, GIS and map data, photographs relating to the areas of search, and other evidence studies prepared to inform the Core Strategy. A more detailed explanation of the assessment undertaken is provided below. The completed forms for each area of search are provided in Annex 3. Supporting maps are included at Annex 4.
- 7.3 *Landscape:* Statutory and local landscape designations were mapped, and the Council's Landscape and Townscape Character Assessment was drawn upon, which includes information on landscape sensitivities.
- 7.4 *Heritage:* Statutory and local heritage assets were mapped, and information about historic landscape classification was collated. The heritage sensitivities within each area of search were discussed with English Heritage.
- 7.5 *Biodiversity and Green Infrastructure:* Statutory and local nature conservation designations were mapped. This included an 'exclusion zone' of 800m around the Mole Gap to Reigate Escarpment SAC as a precautionary measure. In addition the presence of Biodiversity Opportunity Areas and Regionally Important Geological Sites was considered. Information was collated about public rights of way crossing each area as a 'proxy' for countryside accessibility, and green infrastructure opportunities and constraints within each area were discussed with the Council's Green Infrastructure Officer. Comments on all areas of search, along with the overall methodology, were also sought from Natural England.
- 7.6 *Flood risk:* Areas affected by Flood Zone 3 were generally excluded at the task 3 stage, but more detailed information about flood risk was considered at task 4 stage. Areas of flood risk were mapped using the most up to date information available from the Environment Agency. A Sequential Test⁷ was also carried out, the first part of which considered the level of flood constraint within each area of search.

⁷ Sustainable Urban Extensions: Sequential Test available at www.reigate-banstead.gov.uk/csexam

- 7.7 *Other constraints:* this part of the assessment exercise considered a range of other considerations that could influence the ability of an area to accommodate growth, including:
- a. the presence and grade of agricultural land,
 - b. the presence of formal recreation space or common land
 - c. any operational, environmental health and amenity considerations, including aerodrome safeguarded land, noise or air quality considerations or contaminated land. This was informed by discussions with the Council's Environmental Health team and Gatwick Airport Ltd.
 - d. local physical and topographical features (including existing development).
- 7.8 *Land availability and deliverability:* The 2012 SHLAA was used to identify sites within each area of search being actively promoted for development – that is, to gain an early idea as to the extent that land within each area that may be available for development.
- 7.9 *Accessibility mapping:* Accessibility within each area was assessed by mapping 'catchment areas' (based on distance/travel time) around a range of public facilities and services, including town and local centres, rail stations, main bus routes, schools, healthcare services and employment opportunities. More qualitative research was also undertaken to look at the nature of opportunities available around areas of search.
- 7.10 *Strategic fit with overall spatial strategy and sustainable development principles:* For each area of search, the extent to which strategic-scale development in the area would fit with the overall spatial strategy set out in the Core Strategy (and, while it is still in place, the South East Plan) was assessed. This is to focus development in and around the four main towns in the borough (that is, Redhill, Reigate, Horley and Banstead, and priority regeneration areas. The South East Plan identifies Redhill-Reigate as a regional hub, and identifies that a small scale local Green Belt review may be required around Redhill/Reigate.
- 7.11 An assessment of the sustainable development principles in Policy CS8 indicated that most had more of a bearing on the detailed siting and design of development. However, location in relation to main transport corridors was used as an indicator for general accessibility and minimising the need to travel/opportunities to use public transport.
- 7.12 *Strategic Green Belt role:* It was discussed at the Exploratory Meeting that a detailed Green Belt boundary review was not required at this stage; however the Council agreed to look at strategic Green Belt issues as part of the urban extensions technical work. The assessment of strategic Green Belt functions was guided by information set out in the National Planning Policy Framework, and assessed - across each area of search - the relative contribution made by that area (or parts of that area) to fulfilling Green Belt functions. In particular:
- a. Whether the area of search includes previously developed land/is generally of an open character.
 - b. Whether the area of search includes recognisable physical features which could act as a boundary to the Green Belt.
 - c. Whether the area of search is in a strategic gap which has a role in checking the unrestricted sprawl of a large built up area.
 - d. Whether the area of search is in a local gap which has a role in preventing neighbouring towns/settlements from merging.

- e. Whether the area of search plays a role in the setting and special character of a historic town/settlement.
- 7.13 The final function of the Green Belt listed in the NPPF is to assist in urban regeneration, by encouraging the recycling of derelict and other land. This function is considered to be a more general one, and supports the Council's view that land within the Green Belt should only be released as a last resort, so as not to compromise our strategy of focusing development in the urban area and in particular in identified regeneration areas.

Sustainability appraisal

- 7.14 Using information on the assessment forms and maps (Annex 3 and Annex 4), and in the latest Sustainability Appraisal Scoping Report⁸, the sustainability of each area of search was assessed. The basis for the appraisal was the East Surrey Sustainability Appraisal objectives (Annex 1). The appraisal process was undertaken to ensure proper consideration of a range of reasonable alternatives (or options). It was carried out at a strategic level, to look specifically at the potential for each area of search to accommodate a strategic-scale urban extension, acknowledging that – in addition - there will be a range of factors that would affect assessment of growth opportunities at a more detailed, or smaller scale.
- 7.15 Input from a group of Council officers informed the appraisal exercise; in addition, verification of the appraisal has been provided by an external expert.
- 7.16 Annex 5 includes a summary of the SA conclusions for each area. The full appraisal is included in the SA Report that accompanies this report.

Consultation with neighbouring authorities and statutory agencies

- 7.17 Discussions were held with neighbouring authorities and statutory agencies/service providers to gain input into, and feedback in relation to, the methodology and the individual areas of search. These conversations took place in parallel to the assessment and appraisal work being carried out, and therefore were able to inform the technical work being undertaken.
- 7.18 Annex 6 provides a summary of the nature and outcome of these discussions. Information received was fed into the assessment and appraisal process.
- 7.19 *Infrastructure and service provision:* No 'showstoppers' to growth were identified by infrastructure providers or other agencies at this stage. Rather, it was apparent that ongoing engagement will be required with service providers as part of the site allocation process to ensure that infrastructure requirements can be included in providers' business plans well in advance, and properly integrated with both new and existing development.

⁸ SA Scoping Report available at: http://www.reigate-banstead.gov.uk/planning/planning_policies/local_development_framework/sustainability_appraisal/Scoping/index.asp

Task 4 findings

- 7.20 The findings of task 4 were used to inform the task 5 exercise of identifying priority broad locations for urban extensions. The next section goes on to consider this in more detail.

8. Task 5

Task 5a: Prioritisation of broad location(s)

- 8.1 The task 4 analysis included a range of measures to assess the suitability of different parts of the borough (land adjoining the urban area) to accommodate development. The purpose of task 5 is to balance the various considerations, opportunities and constraints to determine preferred, or priority, broad locations for urban extensions over the plan period.
- 8.2 The task 4 analysis highlighted a number of 'headline messages' which are important in this process of prioritisation:
- a. Sustainability appraisal - whilst a balance needs to be struck between different sustainability considerations, there are only a limited number of areas where the SA has recommended that there is potential to accommodate strategic scale development sustainably.
 - b. Green Belt functions – the majority of Green Belt that adjoins the urban edge has an important role to play in at least one, and often multiple, Green Belt purposes as identified in national policy: this also limits the potential opportunities for release of Green Belt land to accommodate larger scale developments.
 - c. Constraints – there are a number of 'strategic scale' constraints which limit the options in parts of the borough for large scale development outside the urban area, including the SAC and an exclusion 'buffer' around the SAC, areas of flood risk, and areas of high landscape quality/sensitivity. There are also a wide range of more localised constraints which would influence where within each area of search development would be able to be located.

Principles to guide prioritisation

- 8.3 The following principles were identified to help guide the prioritisation exercise.
- 8.4 *Principle 1 - Sustainable opportunities for growth outside the Green Belt should be explored first:* The NPPF suggests that local authorities should consider the consequences for sustainable development of channelling development (amongst other things) towards locations beyond the outer Green Belt boundary. Taking into account the recommendations of the Sustainability Appraisal, and other sources of evidence, areas of search outside the Green Belt will therefore be explored first.
- 8.5 *Principle 2 - Areas recommended by the Sustainability Appraisal for further investigation as areas for potential strategic-scale urban extensions should be prioritised:* The SA has sought to balance a wide range of social, economic and environmental considerations to recommend the most sustainable locations for strategic urban extensions. Using the findings of the SA to guide prioritisation is in line with the requirements of the NPPF and the presumption in favour of sustainable development.
- 8.6 *Principle 3 - Areas of lowest flood risk should be prioritised:* The NPPF requires that development should be directed away from areas at the highest risk of flooding. This

means that land within Flood Zone 1 should be prioritised over land within Flood Zones 2 and 3. It also suggests that development should not be allocated in high risk areas if there are reasonably available sites appropriate in areas with a lower probability of flooding. A Sequential Testing exercise⁹ has been carried out to inform this prioritisation work.

- 8.7 *Principle 4 – Development on land within the Green Belt may constitute a reasonable (and more sustainable) alternative to developing in areas of higher flood risk which are not in the Green Belt:* Principles (1) and (3) above recognise that priority should be given to development in locations outside the Green Belt and within Flood Zone 1. However, much of the land in the borough outside the Green Belt is at risk of flooding. The question therefore arises whether land *within* the Green Belt that falls within Flood Zone 1 should be considered as a ‘reasonable alternative’ and prioritised for development over and above land *outside* the Green Belt in Flood Zone 2 or 3.
- 8.8 Following careful consideration it has been concluded that land within the Green Belt could be considered as a ‘reasonable alternative’. The principle of Green Belt release for urban extensions has already been appraised and agreed through the development of the Core Strategy. By implication, therefore, the principle that some areas of the Green Belt should be considered to be reasonably available for development – subject to further testing of the sensitivity, suitability and sustainability of these areas - has also been established. It is also noted that Green Belt is a policy designation, whereas flooding is a physical constraint which has the potential to cause a level of risk to development/inhabitants.
- 8.9 *Principle 5 - Within the Green Belt, areas which make a relatively more limited contribution to fulfilling Green Belt functions should be explored first:* The Sustainability Appraisal has not looked explicitly at Green Belt functionality. However national policy confirms that Green Belt should only be altered in exceptional circumstances. As identified above, most areas of land adjoining the urban area fulfil at least one, and in many cases multiple, Green Belt functions. On the assumption that exceptional circumstances for Green Belt release are demonstrated, it is suggested that priority be given to considering development potential in those areas which make a *relatively more limited* contribution to fulfilling Green Belt functions (notwithstanding that a Green Belt boundary review will need to be carried out to inform the site allocation process).
- 8.10 *Principle 6 - As far as possible opportunities should be identified that reflect the overall spatial strategy:* The overall spatial strategy in the Core Strategy has been appraised and consulted upon. It is therefore considered to be a robust basis for informing the prioritisation exercise, subject to the other principles outlined above. It should be noted that it is not suggested that assessment of fit with the overall spatial strategy is being used to exclude areas of search altogether.

Prioritisation exercise

- 8.11 On the basis of the principles above, a staged approach to the prioritisation exercise was undertaken. This is detailed in the following sub-sections.

⁹ Available at www.reigate-banstead.gov.uk/csexam

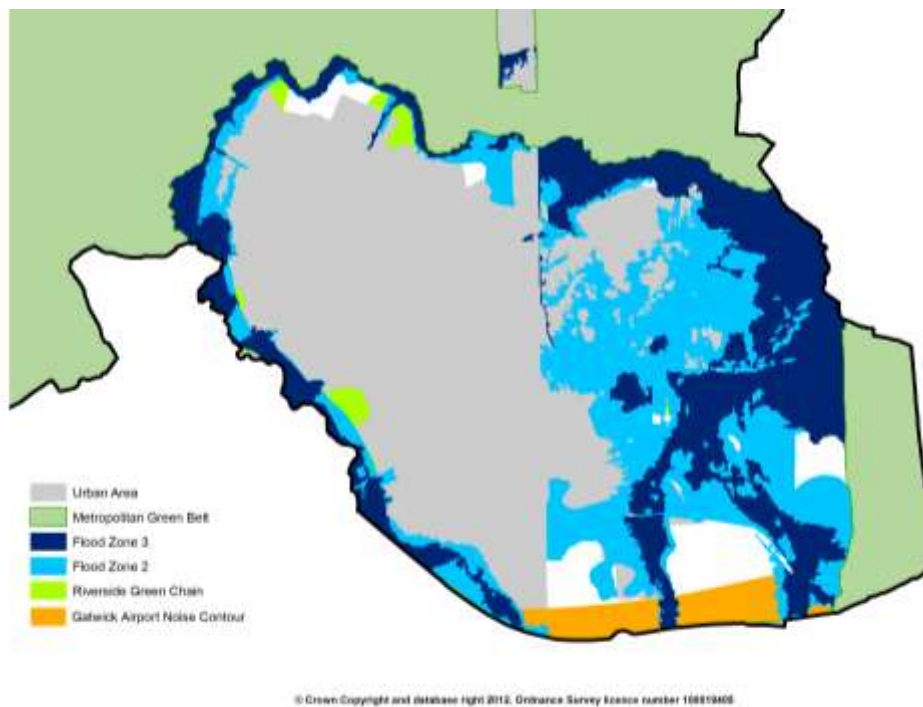
Stage 1: Identifying sustainable opportunities for growth outside the Green Belt

Areas of search considered:	<ul style="list-style-type: none"> • O, P
Prioritisation Principles:	<ul style="list-style-type: none"> • Principle 1 - Sustainable opportunities for growth outside the Green Belt should be explored first • Principle 2 - Areas recommended by the Sustainability Appraisal for further investigation as areas for potential strategic-scale urban extensions should be prioritised • Principle 3 - Areas of lowest flood risk should be prioritised

- 8.12 Areas of search O (North West of Horley) and P (South East of Horley) fall wholly or partially outside the Green Belt, within the area currently designated as the Rural Surrounds of Horley. These areas have been considered first for sustainable opportunities for growth in line with advice in the NPPF that that local authorities should consider the consequences for sustainable development of channelling development (amongst other things) towards locations beyond the outer Green Belt boundary.
- 8.13 *Accessibility:* Horley is one of the borough's four main towns, where ongoing investment is occurring as a result of the two new neighbourhoods being developed. In principle, therefore, (subject to detailed siting and the avoidance of development constraints) the town represents a sustainable location for growth.
- 8.14 *Sustainability:* However the Sustainability Appraisal did not recommend areas O and P as being appropriate for further investigation into their potential for strategic-scale urban extensions. Whilst it concludes that positive scorings for accessibility in these areas mean that they should not be ruled out for smaller scale development, it also identified widespread constraints (particularly in relation to flooding, and, in area P, air quality and noise) that would limit the ability of these areas to accommodate larger scale development sustainably. The Sequential Test supports the SA findings in its conclusion that these areas are not sequentially appropriate for strategic-scale housing development due to the presence of 'reasonably available' alternatives which are at lower risk of flooding, and that these areas could only be considered sequentially appropriate if proposed growth is reduced to a level which would not necessitate developing in Flood Zones 2 and 3.
- 8.15 *The degree of constraint:* Figure 3 shows the extent of flooding and other constraints that affect Horley, and areas of search O and P. These constraints limit the potential for land beyond the Green Belt to accommodate the level of growth that is being considered. By way of example, the area of the Rural Surrounds of Horley that is not affected by constraints to development¹⁰ is 46.5ha. Of this, around 39ha is located on sites that adjoin the urban area. This area includes existing buildings including dwellings/gardens and infrastructure). This falls some way short of the amount of land that would be required to deliver 1,600 homes and relevant supporting infrastructure.

¹⁰ That is, absolute constraints to development as identified in Task 3, flood zone 2, and other localised constraints (such as the Horley riverside green chain, and Gatwick airport noise contours)

Figure 3: Constraints to growth around Horley



8.16 *Existing planned growth in Horley:* Account also needs to be taken of the large developments already planned/developed to the north of the town (the north east and north west sectors). It is important that priority is given to delivering these developments, and the infrastructure and services to support the associated population growth, which have already been determined to be the most sustainable locations for large scale growth around the town. The ongoing development of the sectors would also be expected to affect the deliverability/build rate of any additional large scale development around the town.

8.17 Whilst it is acknowledged that there are some small scale opportunities for growth around Horley in accessible locations, it is also clear that sustainability considerations, existing planned growth in the town, and the presence of constraints mean that it is not possible to accommodate the total level of growth required in these areas 'beyond the Green Belt'. This means that that land within the Green Belt (but at a low risk of flooding) will need to be considered for development.

Conclusion of this stage:	<ul style="list-style-type: none"> Whilst there is some small scale potential for growth outside the Green Belt (areas O and P), locations for strategic-scale growth within the Green Belt will also need to be explored.
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Stage 2: Identifying the most sustainable locations for strategic-scale growth within the Green Belt

Areas of search considered:	<ul style="list-style-type: none"> A, B, C, D, E, F, G, H, I, J, K, L, M, N, Q, R, S, T
Prioritisation Principles:	<ul style="list-style-type: none"> Principle 2 - Areas recommended by the Sustainability Appraisal for further investigation as areas for potential strategic-scale urban extensions should be prioritised

- 8.18 A summary of the SA findings are provided in Annex 5. The SA recommends that the following areas of search should be shortlisted for further investigation as having potential to accommodate strategic-scale urban extensions:
- A: East of Banstead
 - G: West of Woodhatch:
 - J: East of Redhill
 - L: East of Salfords
 - M: South of Earlswood
 - N: West of Salfords
- 8.19 These areas of search all fall within the Green Belt. However the Stage 1 exercise concluded that – given the limited capacity for growth around Horley – locations for growth within the Green Belt will need to be explored.
- 8.20 The SA also specifically highlighted an opportunity within the central part of area K: Merstham to improve the sustainability of the area and contribute to the Council's regeneration initiatives. This area has therefore also been taken forward for further investigation. It should be noted that the SA also identified that there may be smaller scale (but not strategic) opportunities for development in other areas of search not recommended for shortlisting.

Conclusion of this stage:	<ul style="list-style-type: none"> Areas of search A, G, J, L, M, N and the central part of K should be taken forward for further investigation as having potential to accommodate strategic-scale urban extensions sustainably.
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Stage 3: The level of flood risk in the most sustainable locations for strategic-scale growth within the Green Belt

Areas of search considered:	<ul style="list-style-type: none"> A, G, J, L, M, N, K (central area)
Prioritisation Principles:	<ul style="list-style-type: none"> Principle 3 - Areas of lowest flood risk should be prioritised: Principle 4 – Development on land within the GB may constitute a reasonable (and more sustainable) alternative to developing in areas of higher flood risk which are not in the Green Belt:

- 8.21 Much land outside the Green Belt is affected by Flood Zones 2 and 3. Sustainability appraisal has highlighted the negative impacts of developing on land at risk of flooding, and the decision has therefore been taken to explore opportunities of lower flood risk that fall within the Green Belt.
- 8.22 A number of the areas of search recommended for shortlisting by the SA are partially affected by flood risk: Table 9 summarises the Sequential Test scoping results - more detailed maps are included in Annex 4.

Table 9: Sequential test commentary for those areas identified as having potential to accommodate strategic-scale growth sustainably

Area	Extent of flood zone 2/3 (Sequential Test scoping commentary)
A	Area of search wholly within FZ1.
G	Small areas of Z3 and Z2 in the south of the search area. Primarily in FZ1 – considered capable of accommodating strategic-scale housing development without encroaching into areas of FZ2 or 3: no need to proceed with Sequential Test.
J	Very small area of Z3 and Z2 in northern tip of the search area. Primarily in FZ1 – considered capable of accommodating strategic-scale housing development without encroaching into areas of FZ2 or 3: no need to proceed with Sequential Test.
L	Narrow band of Z3 with small areas of Z2 running east-west through the south of

	the search area. Primarily in FZ1 – considered capable of accommodating strategic-scale housing development without encroaching into areas of FZ2 or 3: no need to proceed with Sequential Test.
M	Band of Z3 and Z2 running east-west through the south of the search area. Primarily in FZ1 – considered capable of accommodating strategic-scale housing development without encroaching into areas of FZ2 or 3: no need to proceed with Sequential Test.
N	Narrow band of Z3 and small areas of Z2 running east-west through the north and south of the search area. Primarily in FZ1 – considered capable of accommodating strategic-scale housing development without encroaching into areas of FZ2 or 3: no need to proceed with Sequential Test.
K (central area)	(whole area) Band of Z3 running north-south through the west of the search area with some areas of Z2. Large area of Z2 in the north of the search area. Band of Z3 with small areas of Z2 running east-west through south of the search area. Proceed with sequential/exception test if planned for strategic-scale growth.

- 8.23 In those areas that are slightly or partially affected by flood zone, the level of constraint can be seen to be relatively localised: initial assessment as part of the Sequential Test has indicated that in each of these main locations for strategic growth recommended by the SA it should be possible to locate development within the area of search such that it avoids areas at risk of flooding. In area K there is land at risk of flooding however this does not correspond with the central area of opportunity identified in the SA. None of these areas exhibit the extent of flood risk seen in areas of search O and P.

Conclusion of this stage:	<ul style="list-style-type: none"> All of the areas shortlisted in Stage 2 exhibit a lower level of flood risk of areas O & P, and would be able to accommodate strategic scale growth without development having to be located in areas at a higher risk of flooding.
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Stage 4: The relative contribution to Green Belt functions of in the most sustainable locations for strategic-scale growth within the Green Belt

Areas of search considered:	<ul style="list-style-type: none"> A, G, J, L, M, N, K (central area)
Prioritisation Principles:	<ul style="list-style-type: none"> Principle 5 – Within the Green Belt, areas which make a relatively more limited contribution to fulfilling Green Belt functions should be explored first.

- 8.24 As a policy designation, the role of land in fulfilling Green Belt functions is not explicitly considered as part of the Sustainability Appraisal process. However the NPPF requires that Green Belt only be released in exceptional circumstances. The principle that those parts of the Green Belt that make a *relatively less important contribution* to fulfilling Green Belt functions should be considered for development first has been used to prioritise areas of search (notwithstanding that a Green Belt boundary review will need to be carried out to inform site allocations).

- 8.25 Table 10 below summarises the findings about the role that each shortlisted area of search plays in relation to strategic Green Belt functions.

Table 10: Strategic Green Belt role of those areas identified as having potential to accommodate strategic-scale growth sustainably

Area	Green Belt role	Function
A	Important	Preventing sprawl; Openness
G	Less important	Openness

J	Less important	Preventing merging (limited)
L	Less important	Openness
M	Important/Very important in part	Preventing merging; Openness
N	Important/Very important in part	Preventing merging; Openness
K (central area)	Less important	Openness

- 8.26 Area of search J was identified as having a less important role in terms of Green Belt function, given the extent of existing development and limited openness, and the interrupted nature of the gap between Redhill and South Nutfield. It was therefore concluded that this area should be considered as having some potential for land to be released for development, subject to a detailed Green Belt boundary review.
- 8.27 Area of search G and L were identified as playing a role in terms of safeguarding the openness of the Green Belt, but also having some readily recognisable physical features within their area that could provide clear Green Belt boundaries. Whilst felt to play a greater Green Belt role than area of search J, these areas were considered – in general terms – to have some potential for land to be released for development, subject to a detailed review of Green Belt parcel functions.
- 8.28 Area A was assessed as having important role to play in preventing urban sprawl (including preventing towns from merging) and keeping land open (safeguarding the countryside from encroachment). It was considered that the area should therefore be excluded from the search for strategic urban extensions until those areas that make a lesser contribution have been considered. Similarly, areas M and N were assessed as having a very important Green Belt role to play in part (actively preventing merging between settlements along the A23) and a role in terms of keeping land open and safeguarding the countryside from encroachment (particularly area N). These areas were also therefore excluded from the search for strategic urban extensions until those areas that make a lesser contribution had been considered.
- 8.29 The central and southern parts of area K were assessed as generally playing only a limited role in terms of openness (due to the presence of development) and preventing merging. There may therefore be some limited potential for land to be released for development, subject to a detailed assessment of individual locations/boundaries.

Conclusion of this stage:	<ul style="list-style-type: none"> On the basis of the strategic Green Belt role assessment carried out at this stage, of the areas shortlisted in Stage 2 areas J, G, L and K (central area) play a relatively more limited role in terms of fulfilling Green Belt functions, and therefore should be prioritised for further consideration.
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Stage 5: Fit with overall spatial strategy

Areas of search considered:	<ul style="list-style-type: none"> G, J, L, K (central area)
Prioritisation Principles:	<ul style="list-style-type: none"> Principle 6 - As far as possible opportunities should be identified that reflect the overall spatial strategy

- 8.30 The overall spatial strategy in the Core Strategy has been appraised and consulted upon. The strategy can be summarised as focusing development in and around the borough's main towns/regeneration areas. For those areas identified as being the most sustainable locations for strategic urban extensions, and not excluded as a

result of their Green Belt role or level of flood risk, the fit with the overall spatial strategy has been identified as follows:

Table 11: Fit with overall spatial strategy

Ref	Description	Fit with overall spatial strategy/priority
G	West of Woodhatch	Yes: adjoins Reigate urban area = priority location
J	East of Redhill	Yes: adjoins main Redhill urban area = high priority location
L	East of Salfords	No: does not adjoin main urban area = lower priority
K (central area)	Merstham	Yes: adjoins Redhill urban area/Merstham regeneration area = priority location

- 8.31 The assessment suggests that locations J and G should be prioritised as locations for strategic-scale development, and that the central area of K is also located in line with the overall spatial strategy. Area J should be considered first due to it exhibiting the best level of fit with the overall spatial strategy, adjoining as it does the main town in the borough. It should be noted that in this exercise, assessment of fit with overall spatial strategy is being used as a prioritisation tool, rather than being used to exclude areas altogether, therefore opportunities at L may need to be explored in the longer term of if higher priority areas are unable to deliver the required capacity.

Conclusion of this stage:	<ul style="list-style-type: none"> On the basis of fit with the overall spatial strategy for Reigate & Banstead, areas J, G and K (central area) should be prioritised as locations for strategic scale development. Area J should be considered first due to it exhibiting the best level of fit with the overall spatial strategy.
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Summary of prioritisation exercise

- 8.32 Table 12 summarises the stages of the prioritisation exercise. Reference should also be made to Annex 3, which contains the more detailed area-by-area assessments. Annex 7 provides a summary of the conclusions reached in relation to every area of search.

Table 12: Summary of task 5 prioritisation exercise

Stage	Areas considered	Conclusions
Stage 1: Identifying sustainable opportunities for growth outside the Green Belt	O, P	Whilst there is some small scale potential for growth outside the Green Belt (areas O and P), locations for strategic-scale growth within the Green Belt will also need to be explored.
Stage 2: Identifying the most sustainable locations for strategic-scale growth within the Green Belt	A, B, C, D, E, F, G, H, I, J, K, L, M, N, Q, R, S, T	Areas of search A, G, J, L, M, N and the central part of K should be taken forward for further investigation as having potential to accommodate strategic-scale urban extensions sustainably.
Stage 3: The level of flood risk in the most sustainable locations for strategic-scale growth within the Green Belt	A, G, J, L, M, N, K (central area))	All of the areas shortlisted in Stage 2 exhibit a lower level of flood risk of areas O & P, and would be able to accommodate strategic scale growth without development having to be located in areas at a higher risk of flooding.
Stage 4: The relative contribution to Green Belt functions of in the most sustainable locations for strategic-scale growth within the Green Belt	A, G, J, L, M, N, K (central area)	On the basis of the strategic Green Belt role assessment carried out at this stage, of the areas shortlisted in Stage 2 areas J, G, L and K (central area) play a relatively more limited role in terms of fulfilling Green Belt functions, and therefore should be prioritised for further consideration.
Stage 5: Fit with overall spatial strategy	G, J, L, K (central area)	On the basis of fit with the overall spatial strategy for Reigate & Banstead, areas J, G and K (central area)

		should be prioritised as locations for strategic scale development. Area J should be considered first due to it exhibiting the best level of fit with the overall spatial strategy.
Prioritised areas of search	O (small scale potential only) P (small scale potential only) G J K (central area)	

From 'areas of search' to 'broad locations'

- 8.33 The initial areas of search mapped in task 3 and assessed in task 4 were identified from the outset to allow comprehensive testing and as being indicative to reflect general directions of growth, rather than prescriptive. The task 4 assessment process subsequently identified differences in opportunity and constraint both within and across areas of search. The prioritised areas identified in Table 12 above have been combined and re-titled to reflect this and to provide a more understandable description of the 'broad locations' being proposed, and to avoid the initial areas of search being interpreted as being 'allocations' (the site allocations process being reserved for the Development Management Policies document).

Table 13: Prioritised broad locations

Areas of search	Broad locations	Comment
Small-scale opportunities		
Area O: North West of Horley	Horley surrounds	High priority as fall outside Green Belt. Allocation of sites for smaller scale developments in this location and release as required will provide some flexibility in terms of land supply.
Area P: South East of Horley		
Strategic-scale opportunities		
Area J: East of Redhill	East of Redhill and East of Merstham	Highest priority for allocation and release as and when required given fit with overall spatial strategy as well as most limited contribution to strategic Green Belt functions.
Area K: Merstham (central part)		
Area G: West of Woodhatch	South and South West of Reigate (Woodhatch)	Lower priority for release given relatively less central location and greater degree of Green Belt and landscape sensitivity.

Scale of development within each broad location and land availability

- 8.34 *Horley surrounds:* As identified above, policy suggests that the Horley surrounds should be prioritised for growth as it falls beyond the Green Belt, however capacity here is severely constrained. Opportunities for growth in this location are not considered to be strategic in nature. So whilst it is appropriate for the Core Strategy to recognise there is some opportunity within the Horley surrounds, the small scale of opportunity means that detail about scale and location is more appropriately considered through the DMP. The 2012 SHLAA indicates that a number of sites are actively being promoted in this area, and some land for development is therefore available: these – and other opportunities – will be further considered through the DMP.
- 8.35 *East of Redhill and East of Merstham:* East of Redhill has been identified as the highest priority location for an urban extension, and an opportunity has also been

identified for sustainability benefits to be secured through development adjoining Merstham. The characteristics of this broad location, the presence of existing development and of some features that would act as constraints to development (eg ancient woodland, active landfill site, local nature reserve) suggest that whilst it may be possible to accommodate a level of growth aligned with the medium-sized urban extension option assessed at the task 2 stage (500-700 homes), the location is unlikely to be able to accommodate a large scale urban extension (eg 1,600 homes). The 2012 SHLAA indicates that a number of sites are actively being promoted in this broad location and it is clear, therefore, that land for development in this location is available: these – and other opportunities – will be further considered through the DMP.

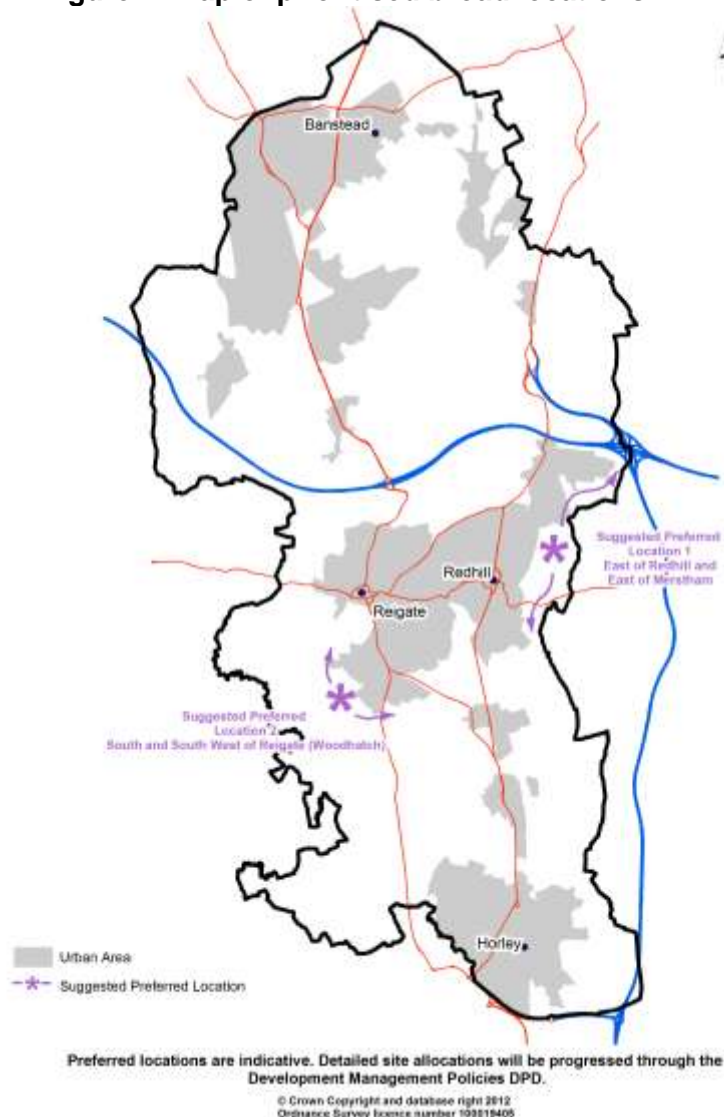
- 8.36 *South and South West of Reigate (Woodhatch)*: This location has been prioritised as a broad location for strategic growth, but is of a lower priority than development to the East of Redhill. There are fewer physical constraints to development within this area, but a greater degree of Green Belt and landscape sensitivity, which is likely to limit the scale of growth that would be appropriate within this area. Whilst more detailed assessment of Green Belt boundaries is required, it is likely that this location would also be able to accommodate a medium-sized urban extension of the scale assessed at the task 2 stage (500-700 homes). The 2012 SHLAA indicates that a number of sites are actively being promoted in this broad location and it is clear, therefore, that land for development is therefore available: these – and other opportunities – will be further considered through the DMP.

Table 14: Summary of scale of growth

Area	Capacity
Horley Surrounds	Small scale opportunities
East of Redhill and East of Merstham	500-700 homes
South and South West of Reigate (Woodhatch)	500-700 homes

- 8.37 It is considered that the two broad locations for urban extensions, to the East of Redhill and East of Merstham, and to the South and South West of Reigate (Woodhatch) represent the most sustainable and appropriate locations for strategic-scale growth. Together with small scale opportunities for growth beyond the Green Belt in the Horley surrounds, these locations have sufficient capacity to deliver up to 1,600 homes in the later stages of the plan period, and incorporate a reasonable degree of flexibility in terms of the exact scale and location of development (which will be detailed in the DMP).

Figure 4: Map of prioritised broad locations



- 8.38 *Prioritisation:* As noted above, the area to the East of Redhill has been identified as having the best fit with the overall spatial strategy. It is also the most accessible location and – along with the central part of area K – makes a lesser contribution in terms of Green Belt function than the broad location to the south and south west of Reigate. It is proposed that the DMP allocate sites to accommodate development in each broad location but that the broad location East of Redhill and East of Merstham be prioritised, and that permission should only be granted for greenfield development to the South and South West of Reigate:
- if there is an identified need (taking account of housing completions and five year land supply information) and
 - if opportunities to the East of Redhill and East of Merstham are being implemented or if allocated sites in that broad location prove not to be available, developable or deliverable.

Further testing and caveats associated with allocation of sites and the delivery of development

- 8.39 Preferred broad locations have been identified on the basis of comprehensive testing and appraisal at a strategic scale, and are being put forward by the Council on the

basis that – across the borough as a whole - these areas represent the most sustainable and realistic locations for growth towards the end of the plan period. However, release of greenfield\Green Belt land for development is not without risks, and will inevitably have some negative impacts. It is important that risks are managed and negative impacts minimised as far as possible. The Sustainability Appraisal provides an analysis of avoidance and mitigation measures that may be required, and has helped inform the rest of this section.

- 8.40 *Local level constraints:* There are a range of localised constraints across the preferred broad locations which will need to be taken into account as more detailed policies on siting and design of development are progressed through the DMP. Initial technical work, and discussion with other organisations, has in particular identified the following:

Table 15: Localised constraints: mitigating or avoiding impact

Localised constraint	Broad location affected	Avoidance/mitigation
Localised flood risk	All (sensitivity varies)	Development to be located in areas of lowest flood risk. Incorporation of flood risk measures into design. Development designed to fit within wider green infrastructure framework.
Environmental health considerations (noise pollution/land contamination/air quality)	Horley Surrounds East of Redhill and East of Merstham	Development to be sited outside areas of most risk. Development to be designed to include buffer areas and/or other impact avoidance measures as appropriate.
Aerodrome safeguarding	Horley surrounds	Ongoing discussion with Gatwick Airport. Development to be sited and designed to avoid impact.
Local Green Belt function	East of Redhill and East of Merstham South and South West of Reigate (Woodhatch)	Sites to be allocated taking into account the findings of detailed Green Belt parcel assessment and boundary review. Development to be designed to provide appropriate transition to Green Belt.
Impact on heritage assets and their settings	All (sensitivity varies)	Ongoing discussion with English Heritage Development to be sited and designed to avoid negative impact.
Impact on local landscape character	All (sensitivity varies)	Ongoing discussion with Natural England. Sites to be allocated taking into account more detailed assessment of localised landscape sensitivities. Development to be designed to provide appropriate transition to wider countryside and to fit within wider GI framework.
Impact on biodiversity interest features	All (sensitivity varies)	Ongoing discussion with Natural England. Development to be located outside of locally or nationally sensitive areas. Development to be designed to include buffer areas where necessary and to fit within wider GI framework.
Impact on local amenity	All (sensitivity varies)	Existing areas of high amenity value/public accessibility to be safeguarded from development. Access to local public open space to be incorporated within design as part of wider GI framework.

- 8.41 The DMP will include policies requiring mitigation and/or avoidance measures to address these and other considerations as relevant.
- 8.42 *Infrastructure and services:* Whilst a high level analysis of service and infrastructure considerations has informed the identification of broad geographic locations, further work is also needed to assess the likely implications and requirements of growth now there is more clarity about the scale and location of that growth. This will include:
- Highways (Surrey County Council)
 - Education (Surrey County Council)
 - Water (Sutton and East Surrey Water; Thames Water)
 - Other utilities.
- 8.43 The Sustainability Appraisal has particularly highlighted the need to consider the cumulative impacts of development on transport and education services, and conversations with the county council are being progressed.
- 8.44 The outcomes of on-going work with infrastructure providers may have implications for the detailed siting and design of development. Policies in the DMP will set out requirements for mitigation measures and/or on- or off-site infrastructure to support development. However it is appropriate for the Core Strategy to acknowledge existing and future infrastructure pressures. The following 'caveats' associated with strategic scale growth within the prioritised broad locations have therefore been identified.

Table 16: Infrastructure/service caveats to strategic-scale growth

Broad location	Infrastructure/service caveats
East of Redhill and East of Merstham	<p>Development to the East of Redhill and East of Merstham should not be occupied until new school provision has been provided to meet the local needs identified in the IDP or subsequently identified by the County Council.</p> <p>Development to the East of Redhill should not be occupied until transport improvements associated with the regeneration of the town centre have been completed</p> <p>Development to the East of Merstham should not be occupied until local centre improvements associated with the regeneration of Merstham have been completed.</p>
South and South West of Reigate (Woodhatch)	<p>Development to the South and South West of Reigate (Woodhatch) should not be occupied until new school provision has been provided to meet the local needs identified in the IDP or subsequently identified by the County Council.</p> <p>Further work in relation to transport interventions will be carried out in relation to development to the South and South West of Reigate (Woodhatch), and the outcomes of this will need to be incorporated in any proposals to ensure that impacts on the road network will be minimised.</p>

- 8.45 *Phasing:* The work reported in this technical paper has been undertaken to inform the development of longer term growth options for Reigate & Banstead. The priority of the Council still remains to focus on maximising opportunities for growth within the urban area, and in particular in the identified priority areas for growth and regeneration. The Green Belt itself plays a role in focusing development into these areas. Monitoring targets and trigger points will need to be developed to ensure that allocated sites are only released for development 'as a last resort' when other opportunities within the urban area have been exhausted. These will be based around the Council's overall performance in delivering housing and in maintaining a five year supply of specific deliverable sites.

Longer term growth opportunities

- 8.46 The NPPF requires that Local Plans should preferably cover a 15-year time horizon, but should also take account of longer term requirements. In addition, national policy on Green Belt suggests that when reviewing Green Belt boundaries, local authorities should have regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.
- 8.47 It is therefore important that longer term growth opportunities are also considered. Our analysis has indicated that it is possible to provide for the planned level of growth through development in broad geographic locations that are sustainable, in areas of relatively lower Green Belt value, and that align with the current spatial strategy within the Core Strategy. However the analysis has also identified that there is an opportunity to the east of Salfords for development to deliver local service and infrastructure improvements. Whilst not a priority for growth within this plan period – given that it does not fit with the overall spatial strategy, and also taking account of its proximity to Horley (which has a considerable level of expansion already planned which will not be completed until the end of the plan period) – this may provide a longer term growth option. As such, consideration should be given through the DMP as to whether to safeguard land in this area, subject to (and in line with the NPPF) planning permission only being granted in this location following a Local Plan review which proposes the development.

Task 5b: Suggested amendments to the Core Strategy

- 8.48 The conclusions of the assessment process documented above are summarised as follows:
- a. It is not possible to accommodate the level of growth required on land beyond the Green Belt (around Horley). There are, though, some opportunities in the Rural Surrounds of Horley, outside areas of flood risk, which have the potential to accommodate small scale growth to contribute to the overall housing target.
 - b. Within the Green Belt, the most sustainable and appropriate broad location for development adjoining the urban area is to the East of Redhill and East of Merstham. The DMP should identify sites within this broad location to deliver around 500 to 700 new homes: these sites should be released for development if monitoring information indicates that opportunities within the urban area are insufficient to deliver the Council's housing target.
 - c. The DMP should also identify sites in the broad location to the South and South West of Reigate (Woodhatch) to deliver around 500 to 700 new homes. These sites should be released if additional land for housing is required, or opportunities to the East of Redhill and East of Merstham are unable to deliver the identified level of growth.
 - d. Development in each of these locations should also be subject to caveats relating to the siting and design of development and the delivery of infrastructure/service improvements to meet the needs of the new population
 - e. A longer term development opportunity has been identified to the East of Salfords, however it is not anticipated that development in this location will be required within the current plan period.
- 8.49 A number of changes are required to the Core Strategy to reflect these conclusions. These are set out in detail in Annex 8. The changes proposed focus around part 4 of Policy CS4 (see Table 17): there are also related changes to Policies CS6 (Areas 2a, 2b and 3) and CS11.

Table 17: Suggested revisions to Policy CS4 (4)

CS4 Allocation of land for development

...

~~4. Sustainable urban extensions may be required. The precise scale and location of these will be determined through further study guided by the criteria for sustainable development set out in CS8 and consideration of landscape character and sensitivity.~~

The release of land adjoining the urban area will be needed to meet the housing requirements set out in Policy CS11, unless unanticipated opportunities arise within the urban area that align with (1) above. Broad geographic locations have been identified for urban extensions, in order of priority:

- i. Non-Green Belt land adjoining the urban area of Horley: small scale extensions
- ii. East of Redhill and East of Merstham: 500-700 homes
- iii. South and West of Reigate (Woodhatch): 500-700 homes

Areas of search will include:

- a. Those areas of land that have a realistic chance of being developed (not covered by constraints such as AONB) and are not within proximity of the Mole Gap to Reigate Escarpment (to avoid any urbanising impact on the SAC).
- b. Those areas which adjoin the urban area and are accessible to existing public transport/service provision.
- c. Those areas of land which do not make a significant contribution to fulfilling Green Belt functions.

Sites (including for urban extensions) will be allocated in the Development Management Policies DPD, taking account of:

- environmental and amenity value
- localised constraints and opportunities,
- the need to secure appropriate infrastructure/service provision; and
- other relevant criteria as set out in Policy CS8.

The release of allocated sites adjoining the urban area will be determined through regular monitoring of identified land supply within the borough against detailed triggers identified through the DMP.

8.50 These changes have been suggested in the light of the technical work undertaken to test and identify broad geographic locations for sustainable urban extensions (as set out in this report and the accompanying SA and Sequential Test reports) and to provide more clarity about the scale of, and timing for, that development. Public consultation will be undertaken on the suggested amendments prior to submission to the Core Strategy Planning Inspector.

Annex 1

East Surrey Sustainability Objectives

Objective Number	Objective	Decision aiding Questions
Social progress that recognises the needs of everyone		
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"> ▪ Promote improvements in the availability and quality of the housing stock? ▪ Will the option help provide a supply of affordable homes to meet identified needs? ▪ Will the option increase the rate of provision of affordable housing? ▪ Will the option help to reduce the number of homeless in the District? ▪ Will the option increase the amount of extra-care or enhanced sheltered accommodation? ▪ Will the option reduce the number of unfit homes? ▪ Will the option have a significant detrimental effect on the financial viability of delivering future housing?
2	To facilitate the improved health and wellbeing of the whole population.	<ul style="list-style-type: none"> ▪ Will the option help to improve the health of the community? ▪ Will the option reduce health inequalities? ▪ Will the option improve access to health provision? ▪ Will the option encourage healthy lifestyles? ▪ Will the option help people to remain independent?
3	To reduce poverty and social exclusion.	<ul style="list-style-type: none"> ▪ Will the option address issues of deprivation? ▪ Will the option help to overcome social exclusion? ▪ Will the option address issues of poverty in identified areas? ▪ Will the option improve the provision of affordable transport? ▪ Will the option provide additional assistance to single parents, the elderly, those with ill health or disability? ▪ Will the option improve participation in further education?
4	To minimise the harm from flooding.	<ul style="list-style-type: none"> ▪ Will the option reduce the risk of flooding to the development? ▪ Will the option reduce the risk of flooding to adjacent development? ▪ Will the option help to reduce the rate of run-off? ▪ Will the option encourage Sustainable Urban Drainage Schemes? ▪ Will the option reduce the amount of hard-surfacing? ▪ Will the option ensure that climate change extremes can be withstood?
5	To improve accessibility to all services facilities, and natural greenspace.	<ul style="list-style-type: none"> ▪ Will the option improve access to key services (education, employment, recreation, health, community services, cultural assets)? ▪ Will the option enhance access to natural urban greenspace? ▪ Will the option provide safe pedestrian and cycle routes? ▪ Will the option improve public transport – including choice and interchange? ▪ Will the option increase access to the countryside, archaeological, historic environments and cultural assets.
Effective protection of the environment		
6	To make the best use of previously developed land and existing buildings.	<ul style="list-style-type: none"> ▪ Will the option encourage the re-use of existing buildings? ▪ Will the option make the best use of PDL, so as to deliver sustainable development?
7	To reduce land contamination and safeguard soil quality and quantity.	<ul style="list-style-type: none"> ▪ Will the option reduce the risk of creating further contamination? ▪ Will the option help to reduce the risk of contamination from designated sites? ▪ Will the option help to remediate contaminated sites? ▪ Will the option encourage on-site remediation? ▪ Will the option prevent soil erosion? ▪ Will the option minimise the loss of good quality agricultural land?
8	To ensure air quality continues to improve.	<ul style="list-style-type: none"> ▪ Will the option help improve air quality? ▪ Will the option support specific actions in designated AQMAs? ▪ Will the option reduce pollution from traffic?
9	To reduce noise pollution.	<ul style="list-style-type: none"> ▪ Will the option encourage the creation of tranquil areas?

		<ul style="list-style-type: none"> Will the option ensure that people are not exposed to greater levels of noise?
10	To reduce light pollution.	<ul style="list-style-type: none"> Will the option help reduce light pollution?
11	To improve the water quality of rivers and groundwater, and maintain an adequate supply of water.	<ul style="list-style-type: none"> Will the option increase pollution of groundwater, watercourses and rivers from run-off/point-sources? Will the amount of nitrates/phosphates entering the water environment be reduced? Will the option provide adequate utilities infrastructure to service development to avoid unacceptable impacts on the environment?
12	To conserve and enhance biodiversity and networks of natural habitat.	<ul style="list-style-type: none"> Will the option secure enhancement in biodiversity in all new development? Will the option continue to protect formally designated areas of nature conservation (including SSSIs)? Will the option protect and enhance ancient woodland, woodland and inter-connecting hedgerows? Will the option create more habitats? Will the option prevent fragmentation, and increase connectivity, of habitats? Will the option enhance urban biodiversity and enhance natural urban space? Will the option identify and deliver green infrastructure? Will the option take account of the effects of climate change on biodiversity? Will the option adequately defend and enhance protected species? Will the option enhance understanding of the importance of biodiversity?
13	To conserve and enhance landscape character and feature, the historic environment and cultural assets and their setting.	<ul style="list-style-type: none"> Will the option conserve and enhance the natural beauty of an AONB? Will the option continue to protect and/or enhance the Borough's cultural assets? Will the option improve equitable access to the Borough's cultural assets? Will the option promote sensitive re-use of culturally important buildings, where appropriate? Will the option increase equitable access to the urban fringe?
14	To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure.	<ul style="list-style-type: none"> Will the option reduce congestion? Will the option reduce the need to travel, especially by car/lorry? Will the option reduce the need for car ownership? Will the option increase walking/cycling levels? Will the option help provide walking/cycling/public transport infrastructure? Will the option be accommodated within the existing public transport constraints? Will the option reduce the need for road freight? Will the option reduce the quantity of greenhouse gases released into the atmosphere?
15	To ensure that the District adapts to the impacts of the changing climate.	<ul style="list-style-type: none"> Will the option help in protecting the community from the extremes of climate change? Will the option increase the ability of the community to become more self sufficient, so as to withstand major weather events? Will the option reduce the opportunity to adapt in the future? Will the option help to prepare for the changing climate and extreme weather events that are now encountering (heat waves, drought, flooding and strong winds).
Achieving a sustainable economy		
16	Provide for employment opportunities to meet the needs of the local economy	<ul style="list-style-type: none"> Will the option provide for the needs of economy, especially local business Will the option encourage diversity and quality of employment? Will the option encourage rural diversification? Will the option enhance the viability, vitality and attractiveness of urban centres and encourage their commercial renewal?

		<ul style="list-style-type: none"> ▪ Provide for the needs of business in urban and rural areas (such as range of premises, land, infrastructure and services)? ▪ Will the option have a significant detrimental effect on the financial viability of delivery future employment development?
17	Support economic growth which is inclusive, innovative and sustainable	<ul style="list-style-type: none"> ▪ Encourage provision of jobs accessible to residents? ▪ Will the option meet the needs for labour without increasing the need for travel? ▪ Will the option provide for the needs of indigenous businesses and skills? ▪ Will the option increase the likelihood of local jobs being filled by local people? ▪ Will the option facilitate and encourage the building of a skilled local workforce? ▪ Promote lifelong learning and training, accessible to all? ▪ Will the option encourage mixed-use development?
Prudent use of natural resources		
18	To achieve sustainable production and use of resources	<ul style="list-style-type: none"> ▪ Will the option help reduce the environmental impacts of products and services? ▪ Will the option help stabilise the Borough's ecological footprint? ▪ Will the option encourage self-sufficiency? ▪ Will the option encourage the use/supply of sustainable and/or local products/services? ▪ Will the option reduce the use of primary resources, or create markets for recycled materials? ▪ Will the option increase residents' awareness of the environmental impacts of their lifestyle choices? ▪ Will the option promote reuse and recycling of materials? ▪ Will the option help ensure that minimal non-renewable resources are used in construction? ▪ Will the option help minimise the "whole life cycle" use of natural resources? ▪ Will the option allow the efficient storage and collection of waste? ▪ Will the option facilitate the provision of additional sustainable waste management capacity, avoiding the need to landfill? ▪ Will the option allow waste to be managed close to where it arises? ▪ Will the option minimise the production of waste? ▪ Will the option safeguard water resources to maintain an adequate level of river and ground water? ▪ Will the option increase the demand for water? ▪ Will the option encourage water to be stored for re-use?
19	To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems.	<ul style="list-style-type: none"> ▪ Will the option reduce the need for energy use? ▪ Will the option help to reduce fuel poverty? ▪ Will the option improve the energy efficiency of the building stock? ▪ Will the option support de-centralised energy generation? ▪ Will the option support the development of CHP? ▪ Will the option facilitate the generation/use of renewable energy? ▪ Will the option support the production/use of biomass? ▪ Will the option support the use of wind as energy? ▪ Will the option support the use of sun as energy? ▪ Will the option support the collection and use of organic waste as a fuel?

Annex 2
Task 2 Deliverability/achievability appraisal

Scheme		200 units	500 units	1,600 units
Overview		At a density in the order of 35dph, the net land take associated with delivering 200 units would be around 6ha. Gross land take - allowing for a level of strategic open space, amenity space and infrastructure commensurate with the size of the development - would be in the region of 10ha.	At a density in the order of 35dph, the net land take associated with delivering 500 units would be around 15ha. Gross land take - allowing for a level of strategic open space, amenity space and infrastructure commensurate with the size of the development - would be in the region of 25-30ha.	At a density in the order of 35dph, the net land take associated with delivering 1,600 units would be around 45ha. Gross land take - allowing for a level of strategic open space, amenity space and infrastructure commensurate with the size of the development - would be in the region of 70-75ha.
Market Factors	Locational attractiveness	Whilst there are some preferred areas, broadly speaking the borough is viewed as an attractive area by both developers and prospective purchasers. From a market perspective, there are some specific locational factors which will enhance attractiveness. Proximity to and the potential for access to the strategic road network would be preferred features as would proximity to a rail station. Access to a town/district centre of reasonable scale and employment opportunities (either local or commutable) would enhance market attractiveness.		
	Land values	Development would be located on greenfield land adjoining the urban area. As such, existing land values (predominantly agricultural) and any likely competing alternative use values would be low. Land values for this option may be slightly higher than for larger extensions given the volume of land required and landowner's perceptions of hope value. Option arrangements with landowners are likely to set minimum land values (MLV).	Development would be located on greenfield land adjoining the urban area. As such, existing land values (predominantly agricultural) and any likely competing alternative use values would be low. Land values for this option may be slightly higher than for larger extensions given the volume of land required and landowner's perceptions of hope value. Option arrangements with landowners are likely to set minimum land values (MLV).	Development would be located on greenfield land adjoining the urban area. As such, existing land values (predominantly agricultural) and any likely competing alternative use values would be low. Given the scale of land required, land values for this option may be lower than for smaller urban extensions where landowner's perceptions of hope value may be higher. Option arrangements with landowners are likely to set minimum land values (MLV).
	Potential market demand	Broadly speaking, the relatively strong and stable occupier market for such opportunities would comfortably support development of this scale in a single location without any significant concerns regarding sales rates and absorption. Whilst there is some scope for developers to introduce product variety and differentiation (size, type and style) on a development of this scale, it is more limited than on larger scale extensions. The length of development and likely number of phases means that the potential for developers to make adjustments to respond to market appetite is more limited.	Broadly speaking, the relatively strong and stable occupier market for such opportunities would support development of this scale in a single location. This would however be dependent upon appropriate phasing and suitable release of units onto the market. Due to the scale of such a development, the ability of developers to introduce product variety and differentiation (size, type and style), aiding market absorption. The length of development combined with the likelihood of several distinct phases also provides developers with greater opportunity to respond to changes in market appetite than a smaller, single phase scheme.	
Cost Factors	Securing and preparing a developable site	Cost and time associated with assembling the site is not considered to be a significant factor. Potential for issues of multiple landownership are more limited. Compared to larger extensions, advance infrastructure and servicing requirements are likely to be lower given the greater proximity and contiguity with the existing urban area. Availability of public funding or investment to assist preparation is unlikely.		Cost and time associated with assembling the site is likely to be a more significant issue than with smaller developers due to the greater likelihood of multiple landowners and diverse land interests. Compared to smaller extensions, up front infrastructure and servicing requirements are likely to be higher which will have implications for cash flow in early stages. Availability of public funding or investment to assist preparation is unlikely.
	Development costs	Development on such scale would likely benefit from economies of scale and strong negotiating position with regards to development costs and contracting.		
Cost Factors	Infrastructure and planning contributions	It is likely that development of 200 units would be reliant on latent capacity in existing infrastructure with a lower need and thus weaker rationale for on-site provision. It is considered development economics would be insufficient to support on-site provision of large scale infrastructure. Contributions to off-site improvements are considered to be the most likely requirement. This would likely be predominantly secured through the Community Infrastructure Levy. A development of this scale is unlikely to have sufficient critical mass to support provision of retail/local services.	It is likely that development of 500 units would be reliant on latent capacity in existing infrastructure, lacking the critical mass and thus rationale for on-site provision of major infrastructure.. It is considered development economics would be insufficient to support on-site provision of strategic/large scale infrastructure. Contributions to off-site improvements are considered to be the most likely requirement. This would likely be predominantly secured through the Community Infrastructure Levy. A development of this scale is unlikely to have sufficient critical mass to support provision of retail/local services.	Whilst dependent upon location, it is very unlikely that there would be sufficient latent capacity in existing infrastructure and thus there would be a greater need to provide specific supporting infrastructure on-site to make development acceptable, particularly including education, community and leisure facilities. This is in addition to off-site contributions for improvements to services such as transport and health. It is considered that uplift in land value would be sufficient to support on-site provision and contributions to off-site improvements. It is likely that this would be secured through a combination of both the s106 and Community Infrastructure Levy systems. A development of this scale is likely to have sufficient critical mass to support provision of some retail/local services on site in a dedicated local centre.

Scheme		200 units	500 units	1,600 units
Delivery Factors	Developer involvement and capacity	A development of this scale would in all probability be delivered by a single developer, albeit possibly in phases. The development would therefore be more sensitive to the capacity of the individual developer not only to progress development but also appetite to absorb the risks associated with the occupier market/uptake of product. Scale still likely to be sufficient to attract major volume housebuilders.	It is likely that a consortium comprising at least two developers would be needed to deliver this option in its entirety (a single developer would be highly unlikely to develop the whole site). Overall development rate would benefit from the site being divided into tranches, thus allowing for an agglomeration of industries on one site. Likely to attract major volume housebuilders to a development of this magnitude means that the capacity of individual developers is unlikely to be a constraining factor.	It is likely that a consortium comprising three or more developers would be needed to deliver this option in its entirety (a single developer would be highly unlikely to develop the whole site). Overall development rate would benefit from the site being divided into tranches, thus allowing for an agglomeration of industries on one site. Greater scope to attract major volume housebuilders to a development of this magnitude means that the capacity of individual developers is unlikely to be a constraining factor.
	Lead in	Period from inception of the planning process to delivery of units on site is likely to increase with scale. Evidence suggests a lag of 2-3 years is reasonable.	Period from inception of the planning process to delivery of units on site is likely to increase with scale. Evidence suggests a lag of 2-3 years is reasonable.	Period from inception of the planning process to delivery of units on site is likely to increase with scale. Evidence suggests a lag of 3-5 years is reasonable.
	Likely phasing of delivery	Peak delivery rates for this option could be in the region of 50-80dpa dependent upon market conditions. Total time period for development is likely to be around 3-4 years. Additional sites would be needed in combination with a site of this scale to deliver the scale of development required.	Peak delivery rates for this option could be in the region of 80-100dpa dependent upon the number of developers on board and market conditions. Total time period for development is likely to be around 5-7 years.	Peak delivery rates for this option could be in the region of 150-200dpa depending upon the number of developers on board and market conditions. Total time period for development is likely to be around 10-12 years. On this basis, whilst offering the total capacity required to meet the housing target, a single large site alone is unlikely to be capable of satisfying the delivery rate required to sustain housing requirements for years 11-15.
Economic Viability		Residual appraisal of economic viability indicates that development on such scale would be viable and is less sensitive to phasing strategy and the timing of infrastructure than larger scale schemes.	Whilst difficult to accurately assess, model residual appraisal of economic viability indicates that development on such scale would be viable subject to market conditions and phasing strategy. Sensitivity of development to cash flow of development; particularly in early stage is high. Timing of infrastructure provision and obligations payments to Council is critical.	Whilst difficult to accurately assess, model residual appraisal of economic viability indicates that development on such scale would be viable subject to market conditions and phasing strategy. Sensitivity of development to cash flow of development; particularly in early stages is high. Timing of infrastructure provision and obligations payments to Council is critical.

Annex 3
Task 4 Area of Search Assessment Tables

Area of Search A: East of Banstead (inc Woodmansterne)

Landscape mapping			
Landscape designations	AONB	No	Area is not subject to any specific landscape designations.
	Green AGLV	No	
	Amber AGLV	No	The southern part of the search area falls within the recommended evaluation area for the AONB review
	Red AGLV	No	
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The north of the search area falls within Area A1 of the LTCA. This area was identified as having a diverse rural/semi-rural landscape of mixed quality. The urban/rural interface was judged to have mixed character; with areas of lower landscape condition around parts of Banstead and higher scenic quality around Chipstead and Woodmansterne. The landscape in this area was also assessed as having great value as a strategic separator between the urban areas of R&B and the south of London. Overall the northern part of the search area assessed as having medium landscape sensitivity.</p> <p>The south of the search area falls within Area A2 of the LTCA. The area was identified as being predominantly rural with a high value landscape of mixed good quality farmland and woodland with an undulating topography. Despite being surrounded by urban area, the assessment deemed the interior of the area to have remote qualities. Overall the southern part of the search area was assessed as having high landscape sensitivity. The fringe area to the south east of Banstead was felt to have a mature integration.</p>			
Landscape Conclusions			
Although there are limited designations within the search area, the conclusions of the LTCA indicate that the north of the search area is of medium sensitivity with regards to landscape and may also have some degree of sensitivity with regards to the adjoining landscape at Banstead Downs. The south of the search area has a high degree of landscape sensitivity.			

Heritage mapping			
Heritage assets	LB(s)	Yes	There is a conservation area (Park Road) in the west of the broad area and in the adjoining urban area. There are a number of locally and statutorily listed buildings (predominantly Grade II) within the CA and adjoining urban area. There are a limited number of Grade II listed buildings in the east of the search area.
	CA(s)	Yes	
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	Yes	There is a HPG at Banstead Place in the more southern reaches of the broad area
	Other	No	
	Historic landscape classification		
The search area is characterised by a mixture of small, medium and large field patterns with predominantly straight and regular boundaries. There are several areas of land used for sport/equine purposes as well as nursery/glasshouses clustered along Croydon Road. There is a single isolated instance of designed/landscaped gardens			
Heritage conclusions			
Overall, heritage sensitivity is generally low in the east of the search area with only isolated features of heritage interest. However, there is a higher degree of sensitivity to large scale change in and around the Park Road CA/Banstead Place HPG.			

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to the SAC – recreational impact not likely
	SSSI	No	
	LNR	No	
	AW	Yes	There are a number of separate areas of Ancient

			Woodland in the eastern portion of the parcel around the settlement of Woodmansterne
	SNCI	P	Potential SNCI corresponding to area of Ancient Woodland
	RIG(s)	No	
	BOA	Yes	A small part in the south-east of the search area falls within North Downs (ND05) BOA
	Other	No	

Countryside accessibility

Long, well connected PROW runs east-west through the countryside in the southern part of the search area (Banstead to Chipstead)

Number of short and lesser connected PROWs in north of search area

Green infrastructure considerations

The gaps in between Banstead, Chipstead and Woodmansterne are important for wildlife connectivity.

Nature conservation/biodiversity conclusions

With the exception of a few areas of Ancient Woodland/potential SNCI in the north of the search area which give rise to isolated areas of higher sensitivity and wildlife connectivity between settlements, the remainder of the search area has limited nature conservation designations and is of generally lower biodiversity sensitivity. The search area has medium amenity value in respect of both formal recreation and accessible countryside.

Flood risk mapping

Flood risk	Flood Zone 3b	No	Search area not at risk from flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Parts of the broad area may be at subject to low/intermediate risk of surface water flooding

Sequential testing commentary

Search area wholly in Flood Zone 1

Flood risk conclusions

The search area is of low sensitivity with regards to flood risk.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is likely to fall predominantly within Grade 3
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	There are a couple of areas of recreation space in the parcel; one to the south of the Banstead urban area and one to the east (used by Greenacre school)
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/ air pollution. Possible localised issue where the A2022 runs through the search area but not prohibitive.	
	Contaminated Land	No	
	Other comments	None	

Physical and topographical features

Are there any topographical features that could limit development potential?	<p>Whilst there is a notable change in land levels across the north-eastern part of search area, it occurs across a large area and is thus not likely to act as a significant constraint to development</p> <p>The south-eastern part of the search area experiences a steeper change, particularly rising up to Scratch Wood. Land in the western part of the search area is largely flat</p>		
Any other constraints or designations	Proximity to prison complex may have implications for development in the northernmost part of the search area		

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land	6.1ha
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– 2012 SHLAA	
Potential unconstrained land area	5.5ha
Indicative capacity (developable area ratio with density of 30-40dph)	125-165
<p>Commentary:</p> <p>Since the publication of the SHLAA, a further 2.9ha site has been identified. Developable area is assumed to be 2.3ha, therefore an indicative capacity of 70-100 units could be achieved.</p>	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	<1200m	The majority of the search area is within a 20 minute walking catchment to the town centre. There is a small part in the east of the search area which is not within a 20 minute walking distance but could access the town centre in 10 minutes by bus
Local centre(s)	Town centre is closer than any local centres – therefore not relevant		
Rail station(s)	Banstead	1500m+	The search area falls outside of a 20 minute walking catchment to the station The search area could access the station within 10 minutes by bus/drive
Nearest frequent bus route(s)	166/S1	<600m	A significant proportion of the search area is within a 10 minute walk of the 166 and S1 bus routes. However, the south of the search area has lower accessibility to bus routes
Describe bus service:	166: Thrice hourly service from Banstead to Croydon; Hourly from Croydon to Epsom (via Banstead) S1: Thrice hourly service from Mitcham to Banstead (via Sutton)		
Nearest primary school(s)	Multiple	500m-2km	The majority of the search area falls within a within a 20 minute walking catchment to a primary school in either Banstead or Chipstead. However, the northernmost part of the search area falls outside a 20 minute walking catchment.
Nearest secondary school(s)	Beacon School	2km+	The search area is outside of a 20 minute walking catchment to a secondary school. Parts of the search area could access a secondary school within 10-15 minutes by bus.
Nearest GP(s)	Banstead	<1200m	The entire search area falls within a 20 minute walking catchment to the nearest GP practice and a notable proportion falls within 5 minutes walk
Nearest employment area	Banstead	<1200m	The search area falls within a 20 minute walk catchment to local employment opportunities in Banstead TC. The search area could also access employment opportunities locally in Sutton or Croydon in a 20 minute bus journey.
Any accessibility and connectivity issues/concerns?			
Accessibility and transport conclusions			
<p>The search area generally has a good level of accessibility to key services, in particular the western parts closest to the urban area of Banstead. The search area broadly falls within an acceptable walking catchments or bus journeys to the majority of the local services listed above.</p> <p>Public transport accessibility is also reasonable with the majority of the search area falling within walking distance of a regular bus route, providing services to Sutton, Croydon and Epsom.</p>			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes – Banstead
How is the Area of Search located in relation to main transport corridors?	Lies close to the intersection of the A217 and A2022 Reasonable access to the M25 via A217 Rail services into London from Banstead Station

Strategic Green Belt principles	
Does the Area of Search include	Yes – some sporadic development, mostly residential and agricultural along

previously developed land? If so, describe nature and extent.	major roads but no significant areas of PDL
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	<p>There are 3 roads dividing the search area into large quarters: Croydon Road, Woodmansterne Road, and Park Road. The prison forms a strong boundary to the north of the area.</p> <p>There are few features which could act as a defensible boundary in the south-east of the search area with the exception of intermittent tree belts.</p>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	Yes – the GB in this area plays an important role in maintaining the strategic gap between the borough and London and preventing the southern sprawl of London
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	There are some small but valuable local gaps within the search area keeping Banstead, Chipstead and Woodmansterne as distinct settlements.
Does the Area of Search play a role in the setting and special character of a historic town?	No
Strategic Green belt Conclusions	
The majority of the search area displays the openness associated with the Green Belt. The Green Belt within the search area generally forms part of the wider strategic gap between the borough and southern extents of London and is sensitive in respect of maintaining coherence and preventing fragmentation of the gap. Green Belt within the search area is also likely to have a degree of sensitivity with regards to maintaining the separation between locally distinct settlements.	

Overall summary of sensitivity
<p>Landscape: North experiences medium sensitivity whilst south experiences higher sensitivity.</p> <p>Heritage: Generally low sensitivity; however, there is an area of higher sensitivity to large scale change around the CA in the west</p> <p>Biodiversity and green infrastructure: Generally low sensitivity across the search area; however, there are some isolated areas of higher sensitivity in relation to specific features and corridors between settlements</p> <p>Flood risk: Low sensitivity with regards to flood risk</p> <p>Other constraints: No significant constraints</p> <p>Accessibility: Good level of accessibility to local services and reasonably well served by public transport routes</p> <p>Strategic fit: Adjoins Banstead urban area close to the town centre and reasonable access to strategic road and rail network</p> <p>Strategic Green Belt: Generally of high sensitivity due to value as a strategic separator and in maintaining local gaps between distinct settlement areas</p>

Area of Search B: North of Chipstead

Landscape mapping

Landscape designations	AONB	No	Southernmost parts of the broad area cover and adjoin parts of the Area of Great Landscape Value deemed to have identical characteristics to the AONB
	Green AGLV	Yes	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	The eastern part of the search area falls within the recommended evaluation area for the AONB review.

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The majority of the search area falls within Area A1 of the LTCA. This area was identified as having a diverse rural/semi-rural landscape of mixed quality. The urban/rural interface was judged to have mixed character; with areas of lower landscape condition around parts of Banstead and higher scenic quality around Chipstead and Woodmansterne. The landscape in this area was also assessed as having great value as a strategic separator between the urban areas of R&B and the south of London. **Overall the search area assessed as having medium landscape sensitivity.**

A small section of the search area to the west falls within Area A2 of the LTCA. This area was adjudged to have a high degree of landscape sensitivity.

Given the topography in the area, long range landscape views are possible across the search area and wider countryside.

Landscape Conclusions

Whilst the area is broadly not covered by any specific landscape designations, the LTCA concludes the area as being of medium landscape sensitivity and local topography also gives rise to significant and long range views of the wider countryside. As a result, the search area is deemed to have a medium degree of landscape sensitivity with southern parts having localised higher degree of sensitivity due to views.

Heritage mapping

Heritage assets	LB(s)	Yes	Small cluster of locally listed buildings in the north of the search area. Statutory listed buildings (Grade II) at Soloms Court on the south-west edge of the search area.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Several large areas of high archaeological potential in the north of the search area
	Historic Park or Garden	Yes	Soloms Court HPG lies on the south-west edge of the search area – setting may be a consideration.
	Other	No	

Historic landscape classification

The search area is characterised by a varied field pattern with predominantly straight boundaries. There is a significant amount of formal sport land (golf and playing fields) as well as equine uses. There is an area of regenerated secondary woodland to the east of the search area.

Heritage conclusions

The cluster of archaeological potential sites and locally listed buildings introduce a degree of heritage sensitivity in the northern part of the search area. Given the proximity of the south-western extent of the search area to Soloms Court, there is also a degree of heritage sensitivity to large scale change in this location. The remainder of the search area (mainly eastern side) has a lower degree of sensitivity in this respect.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to the SAC
	SSSI	No	The site is proximate to the Banstead Woods SSSI
	LNR	No	
	AW	Yes	There are two large areas of Ancient Woodland on the eastern side of the search area.
	SNCI	Yes	The large How Hills SNCI covers the southern part of the search area, corresponding with the golf course. Two

			potential SNCIs overlap with the areas of AW in the eastern part of the search area
	RIG(s)	No	
	BOA	No	
	Other	Yes	The west of the search area falls within the North Downs (ND05) BOA.

Countryside accessibility

A number of PROWs on the western side of the search area linking both north-south and east-west. More limited network of PROWs on the eastern side

Green infrastructure considerations

The eastern leg of the search area is a SNCI. The western leg is woodland or ancient woodland. The northern part of the search area presents no problems from a green infrastructure perspective.

Nature conservation/biodiversity conclusions

The north of the search area is subject to no biodiversity/nature conservation designations and is of lower sensitivity in this regard. Due to the overlap with the How Hills SNCI and proximity to Banstead Wood SSSI, the southern parts of the search area have a much higher degree of sensitivity with regards to nature conservation, particularly the western side which also falls within a biodiversity opportunity area. The search area has a medium degree of amenity value in respect of both formal sport and recreation and accessible countryside.

Flood risk mapping

Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	A limited amount of the broad area may be subject to low/intermediate risk of surface water flooding

Sequential testing commentary

Search area wholly in Flood Zone 1

Flood risk conclusions

The search area is of low sensitivity with regards to flood risk

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the north of the search area is likely to fall within Grade 3. The south-east of the search area is non-agricultural
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	There is an area of formal recreation space/playing fields in the north of the area of search as well as a golf course to in the southern reaches
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised concern where the railway line runs through the search area.	
	Contaminated Land	No	
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	With the exception of the northernmost part, there are significant changes in land levels across the search area owing to the valley in and around Chipstead. Development capacity may be affected by this topography.
Any other constraints or designations	HP Gas pipeline runs through the south of the search area

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	N/a
Potential unconstrained land area	N/a
Indicative capacity (developable area ratio with density of 30-40dph)	N/a
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	1.5km-3km	The search area is in excess of a 20 minute walking catchment to the town centre The search area could access the town centre within 10-15 minutes by bus
Local centre(s)	Chipstead	600m+	The southern tip of the search area falls within a 10 minute walking catchment to Chipstead local centre; however, the vast majority falls outside of this catchment.
Rail station(s)	Banstead	600m-2km	The southern part of the search area falls within a 20 minute walking catchment to Chipstead Station The northern part of the search area could access the rail station within 10 minutes by bus
Nearest frequent bus route(s)	166	<600m	The majority of the search area is within a 10 minute walk of the 166 bus route
Describe bus service:	166: Frequent (every 20 minutes) service Once per hour from Croydon to Epsom Three per hour from Croydon to Banstead		
Nearest primary school(s)	Multiple	<1.2km	Almost all of the search area lies within a 20 minute walking catchment to one of two primary schools which are in close proximity to the search area
Nearest secondary school(s)	Woodcote High	<3km	The majority of the search area lies within a 20 minute walking catchment to Woodcote High.
Nearest GP(s)	Banstead Coulsdon	1-2km	The vast majority of the search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The search area could access GP surgeries within 10-15 minutes by bus
Nearest employment area	Banstead	1.2km-2.5km	The search area falls outside of a 20 minute walking catchment to local employment opportunities in Banstead. The search area could access these opportunities within 10-15 minutes by bus and could also access local employment in Croydon in 20 minutes by bus.

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

Overall, the search area has reasonable accessibility to a some of the key services, either walking or potentially by public transport; however, development may be outward looking to Coulsdon for some services (notably secondary school provision). Limited accessibility to a rail station in the northern part of the search area is a concern. Whilst bus services are limited in number, the route does provide regular access to Banstead TC and Croydon.

Strategic fit and principles of sustainable development

Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	Reasonable access to A2022. The southern part of the search area incorporates Chipstead train station with access to East Croydon and London Bridge.

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	<i>Yes – some sporadic residential and agricultural but no major areas of PDL</i>
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	<i>There is a boundary at the edge of the urban area (Coulsdon), and there are roads Outwood Lane, How Lane and Rectory Lane which would provide strong boundaries.</i>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	<i>Yes – the GB in the east of the search area in particular plays a role in maintaining the separation between the borough and south London.</i>

Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	<i>Yes – on a local level, the GB in the east of the search area prevents the further merging of Coulsdon and Chipstead.</i>
Does the Area of Search play a role in the setting and special character of a historic town?	<i>No</i>
Strategic Green Belt conclusions	
The Green Belt in the search area is somewhat fragmented; however, there are significant open areas. The Green Belt in the area forms part of the wider strategic separator from London and has particular sensitivity in places where the gap is narrow. The search area also has some sensitivity on a local scale in terms of maintaining separation between smaller settlements in R&B and adjoining districts.	

Overall summary of sensitivity
<p>Landscape: Generally of medium sensitivity; however, there are some areas of localised higher sensitivity in the south due to long range landscape views</p> <p>Heritage: Generally low sensitivity; however, there is some localised higher sensitivity in the north and around the south-west of the search area</p> <p>Biodiversity and green infrastructure: Northern part is of low sensitivity; southern part is of high sensitivity</p> <p>Flood risk: Low sensitivity with regards to flood risk</p> <p>Other constraints: Significant topographical constraints in the southern part of the search area</p> <p>Accessibility: Average level of accessibility to local services but limited public transport routes locally</p> <p>Strategic fit: Does not adjoin main town and has average access to strategic road and rail network</p> <p>Strategic Green Belt: Generally of high sensitivity due to value as a strategic separator and in maintaining local gaps between distinct settlement areas</p>

Area of Search C: South of Chipstead (inc Hooley)

Landscape mapping			
Landscape designations	AONB	No	The search area is within an Area of Great Landscape Value deemed to have identical characteristics to the AONB.
	Green AGLV	Yes	
	Amber AGLV	No	
	Red AGLV	No	The southernmost parts of the search area are close to the boundary of the AONB.
	Gatwick Open Setting	No	
			The search area falls within the recommended evaluation area for the AONB review.

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area lies as the join between Areas A1 and A3 of the LTCA. Area A1 was identified as having a diverse rural/semi-rural landscape of mixed quality. The urban/rural interface was judged to have mixed character; however, the areas around Chipstead and Woodmansterne were judged to have higher scenic value. The landscape in this area was also assessed as having great value as a strategic separator between the urban areas of R&B and the south of London. **The landscape in this area was assessed as having medium sensitivity to change.**

Area A3 was identified as a rural area with limited urban influence with landscape of recognised value and high scenic quality. The area was assessed as having a homogenous field pattern with varied landform ranging from plateaus to steep sloping hills, giving rise to open and expansive views. The urban fringe was deemed to have high sensitivity due to the unity of the landscape character. **The landscape in this area was adjudged to have a high degree of sensitivity to change.**

On this basis, the landscape within the search area can be seen to have a medium to high degree of sensitivity to change.

Landscape Conclusions

The search area falls within the area of AGLV considered to have identical characteristics to the AONB and is close to the AONB in the south and thus may have some sensitivity with regards to the AONB setting. The LTCA identifies the search area as having medium to high sensitivity to change and the openness of the Chipstead Valley area is important to maintaining long range views across the wider countryside. Overall, the search area is considered to have a reasonably high degree of landscape sensitivity.

Heritage mapping			
Heritage assets	LB(s)	Yes	There is a large conservation area in the centre of the search area which also overlaps into the urban area and extends outside of the search area. There is a further CA to the south of the search area. Within the CA there are a number of locally and statutory listed (predominantly Grade II) buildings and elsewhere within the search area there are further locally and statutory listed buildings.
	CA(s)	Yes	
	SAM(s)	No	Some small isolated areas of high archaeological potential
	Area of Archaeological Potential	Yes	
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The search area is of mixed classification with some areas of semi-irregular/irregular field patterns with straight boundaries but within this pockets of designed and landscaped gardens and plantation woodland.

Heritage conclusions

The area is likely to have a higher degree of sensitivity in heritage terms; particularly with respect to the character and setting of two conservation areas and numerous listed buildings. Sensitivity is likely to be lower on the eastern and western fringes of the search area, with the exception of isolated listed buildings.

Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to the SAC – recreational pressure unlikely
	SSSI	No	The search area adjoins the Banstead Woods SSSI in the west.
	LNR	No	
	AW	Yes	There are isolated areas of Ancient Woodland in the eastern and southern reaches of the search area and the site adjoins the AW at Banstead Woods.
	SNCI	Yes	The western part of the search area is covered by SNCI designation
	RIG(s)	No	
	BOA	No	
	Other	Yes	The west of the search area falls within the North Downs (ND05) BOA.
Countryside accessibility			
There are a number of east-west PROWs in the western part of the search area which also link into countryside to the south of Kingswood. There are a limited number of PROWs on the eastern side			
Green infrastructure considerations			
The westerly edge of the search area covers part of the SNCI. The area is within the Chipstead Valley and is a key green infrastructure area in terms of views and nature conservation. The northern part of the search area is important in maintaining wildlife connectivity.			
Nature conservation/biodiversity conclusions			
Generally, the search area is of reasonably high sensitivity with regards to nature conservation and biodiveristy connectivity. The western part of the search area in particular is of higher sensitivity due to the fact it falls within the North Downs BOA and is in close proximity to Banstead Woods. The more easterly parts of the search area are sensitive, but to a lower degree than the west with the exception of some small localised areas of interest. The western part of the search area has a medium degree of amenity value as accessible countryside as does the northernmost part as formal sport and recreation space.			
Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited risk of surface water flooding with the exception of an area in the west of the search area (corresponding with the bottom of the valley)
Sequential testing commentary			
Search area wholly in Flood Zone 1			
Flood risk conclusions			
The search area is not sensitive with regards to flood risk.			
Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	Land within the search area is likely to be Grade 3 agricultural land
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	There is a golf course in the northern part of the search area
Common land		No	
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution across the search area. Possible localised issue where the railway line cuts through the search area in the west.	
	Contaminated Land	No	
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		Significant change in land levels in the western part of the search area, particularly between the Outwood Lane and High Road, may limit development capacity.	

Any other constraints or designations	HP Gas pipeline runs along the west and centre of the search area
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Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	N/a
Potential unconstrained land area	N/a
Indicative capacity (developable area ratio with density of 30-40dph)	N/a
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	3km – 4km	The search area is in excess of a 20 minute walking catchment to the town centre Currently, driving would be the only feasible option (15-20 mins) as no suitable bus route exists
Local centre(s)	Chipstead	600m+	The vast majority of the search area falls outside of a 10 minute walking catchment to Chipstead local centre.
Rail station(s)	Banstead	500m-2km	The northern part of the search area falls within a 20 minute walking catchment to the station. The remainder is a 10-15 minute drive (no bus services)
Nearest frequent bus route(s)	405	600m+	The vast majority of the search area is outside of a 10 minute walking catchment to the nearest by service
Describe bus service:	405: Every 15 minutes Redhill to Croydon (Currently no stops nearby to search area)		
Nearest primary school(s)	Chipstead Valley	1km-2.5km	The significant majority lies outside of a 20 minute walking catchment to a primary school with the exception of a small part in the north of the search area The search area lies within a 10 minute driving catchment; however, the lack of bus services means that car transport would be a necessity
Nearest secondary school(s)	Beacon Oasis Woodcote High	3-3.5km	The search area lies outside of a 20 minute walking catchment to three secondary schools. Lack of bus services means that car transport would likely be necessary.
Nearest GP(s)	Banstead	1km-2km	The southern part of the search area falls within a 20 minute walking catchment to a GP surgery. The northern part is within a 10 minute drive; however, lack of public transport means car transport would likely be necessary.
Nearest employment area	Banstead	2.5km+	The search area falls outside of a 20 minute walking catchment to local employment opportunities in Banstead and outside a reasonable bus journey.

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions
The search area has relatively poor accessibility, falling outside of walking catchments to the several of the services and facilities set out above. Whilst the search area does fall within a driving distance to a few of the services, it is not well served by public transport and thus reliance on private car transport is likely to be high. It is also likely that the search area would be outward looking for some services; particularly secondary school provision. The search area is also not particularly well located in relation to a major transport corridor. Given these internal accessibility issues, development in this search area may look towards adjoining districts in the east for access to services.

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport	Not immediately adjacent to main transport corridor but close to A23 and onward motorway network. Not adjacent to train station.

corridors?	
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Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – but very sporadic and mostly residential. There are no large areas of PDL within the search area
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	The railway forms a boundary to the western edge of the area. There are no notable features in an eastern direction between Chipstead and Hooley which could act as boundaries. To the south of the area there is a minor road cutting east-west across the bottom edge.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the GB around the south of Chipstead plays a role in maintaining locally important separation between Chipstead and Hooley, and Chipstead and Kingswood.
Does the Area of Search play a role in the setting and special character of a historic town?	Yes – to a limited degree. The conservation area stretches out into the search area and the openness of the countryside within this area is likely to form a part of its setting and backdrop.
Could development within the Area of Search compromise current regeneration priorities?	
Strategic Green Belt conclusions	
The search area is largely undeveloped and thus strongly presents the openness and uninterrupted countryside expected of green belt. The Green Belt around this southern edge of Chipstead also forms part of the relatively narrow settlement breaks to Kingswood and Hooley and is sensitive with regards to the merging of locally distinct settlements. Green Belt within the search area may also have some sensitivity with regards to the setting of the conservation area.	

Overall summary of sensitivity
<p>Landscape: The northern part of the search area is of medium sensitivity and the southern part is of high sensitivity.</p> <p>Heritage: High degree of sensitivity in and around the conservation area which covers the central part of the search area. Eastern and western fringes likely to be of lower sensitivity</p> <p>Biodiversity and green infrastructure: Western part is of high sensitivity, eastern part has a degree of sensitivity but less so than the west.</p> <p>Flood risk: Low sensitivity with regards to flood risk</p> <p>Other constraints: Significant topographical constraints in the western part of the search area</p> <p>Accessibility: Poor accessibility to local services and very limited public transport routes locally</p> <p>Strategic fit: Does not adjoin main town and has poor access to strategic road network with some rail access</p> <p>Strategic Green Belt: Generally of high sensitivity due to value in maintaining local gaps between distinct settlement areas</p>

Area of Search D – South of Kingswood

Landscape mapping

Landscape designations	AONB	No	The majority of the search area is within an Area of Great Landscape Value deemed to have identical characteristics to the AONB. However, there are limited areas in the south of the search area which are not covered by this designation. The search area is relatively close to the boundary of the AONB. The search area falls within the recommended evaluation area for the AONB review
	Green AGLV	Yes	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area falls within Area A4 of the LTCA. This area was viewed as having a diverse landscape with strong integration between the urban and rural fringe areas. The degree of manicured countryside was also noted within the area, with less prominent agricultural field boundaries. It was also recognised that much of the landscape is designated and most of the AGLV deemed to have identical characteristics to the AONB. **Overall the landscape within this area was judged to have a high sensitivity to change.**

Landscape Conclusions

Given the fact that the search area falls within the AGLV and in places is close to the boundary of the AONB, it is likely to have some sensitivity with regards to the setting of the AONB. The LTCA assessed the search area as having a high landscape sensitivity to change and there is no evidence to deviate from this conclusion.

Heritage mapping

Heritage assets	LB(s)	No	To the south of the search area are Grade II listed buildings which form part of Eyhurst Farm
	CA(s)	Yes	The central part of the search area adjoins the Kingswood CA.
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Limited small area of high archaeological potential in northernmost part of the search area. Also an area of high archaeological potential at Eyhurst Farm
	Historic Park or Garden	Yes	Proximate to Kingswood Warren and Kingswood Courth HPGs.
	Other	No	

Historic landscape classification

The vast majority of the search area is classified as formal golf courses and smaller designed gardens. There are some areas (particularly in the more western parts of the search area) which display semi-regular/regular field patterns of varying sizes.

Heritage conclusions

Generally, the search area has more limited sensitivity with regards to heritage. There are few features of heritage importance within the search area; however, the setting of some nearby features may bring about some more localised sensitivity.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate – limited likelihood of recreational pressure
	SSSI	Yes	The north-east parts of the search area are close to the Banstead Woods SSSI as well as the Chipstead Downs SSSI
	LNR	No	
	AW	Yes	There are numerous areas of Ancient Woodland scattered throughout the search area and adjoining it
	SNCI	Yes	The search area adjoins the Walton Heath SNCI in the west and the Chiphouse Wood SNCI in the north
	RIG(s)	No	
	BOA	No	
	Other	Yes	A small part in the north east of the search area falls within

			the North Downs (ND05) BOA
Countryside accessibility			
There are a number of north-south routes in the search area, running from the urban area through the golf course and linking into the countryside beyond.			
Green infrastructure considerations			
This search area forms part of the AGLV; there are no further specific Green Infrastructure issues associated with this area.			
Nature conservation/biodiversity conclusions			
The eastern parts of the search area are more sensitive in biodiversity terms given proximity to two SSSIs and numerous areas of AW. The western parts also experience notable sensitivities given proximity to Walton Heath as well as a scattering of areas of Ancient Woodland within the search area. There is a band within the centre of the search area where the two golf courses are located which is less sensitive in respect of nature conservation but has a high degree of amenity value as formal sport and recreation.			

Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited risk of surface water flooding with the exception of land along and around Chipstead Road which may experience higher risk.
Sequential testing commentary			
Search area wholly in Flood Zone 1			
Flood risk conclusions			
The search area is of low sensitivity with regards to flood risk.			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	The majority of the search area is non-agricultural; however, the northern part of the search area is likely to be Grade 3
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	There are two large golf courses covering the majority of the search area
Common land		No	
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ		Search area largely unaffected by noise/air pollution. Possible localised issue where the search area adjoins the A217 to the west.
	Contaminated Land	Yes	1 or 2 minor chalk pits, the rest of the area is clear.
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		Land levels rise quite notable moving north from Chipstead Lane to the golf course/Kingswood settlement	
Any other constraints or designations		Oil pipeline runs east-west through the centre of the search area	

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	8.7ha
Potential unconstrained land area	7.8ha
Indicative capacity (developable area ratio with density of 30-40dph)	190-255
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	2km+	The search area is in excess of a 20 minute walking catchment to the town centre The northern part of the search area could access the town centre within a 15-20 minute drive; however, given the distance

			from bus services, car transport would be a necessity
Local centre(s)	Waterhouse Lane Lower Kingswood	1km+	The search area lies outside of a 10 minute walking catchment to the nearest local centres.
Rail station(s)	Kingswood	1km+	The vast majority of the search area falls just outside a 20 minute walking catchment to Kingswood Station with the exception of a small part closest to the Kingswood urban area Given the distance from bus services, car transport would be a necessity.
Nearest frequent bus route(s)	420	500m+	With the exception of areas closer to the A217, the majority of the search area outside a 10 minute walk of the 420 bus route
Describe bus service:	420: Hourly service from Redhill to Sutton		
Nearest primary school(s)	Tadworth Kingswood	1.2km-2.5km	The search area lies outside of a 20 minute walking catchment to a primary school. The majority of the search area is within a 10 minute drive to a primary school; however, with the exception of areas where bus accessibility is greater, access would likely be reliant on car transport
Nearest secondary school(s)	Beacon	3km+	The search area lies outside of a 20 minute walking catchment to the nearest secondary school and the search area lies outside a 10 minute drive catchment to the nearest secondary school. Bus accessibility is a possibility; however, the journey time would be 15-20 minutes and would only be viable for those parts of the search area closest to the A217
Nearest GP(s)	Tadworth	1.2km-3km	The search area lies outside of the 20 minute walking catchment to the nearest GP practice. The majority of the search area falls within a 10-15 minute drive; however, public transport would only be feasible for those parts of the search area close to the A217
Nearest employment area	Banstead Pitwood Park	2.5km+	The search area falls outside of a 20 minute walking catchment to local employment opportunities in Banstead or at Pitwood Park. Given limited public transport services, it is likely that private car transport would be necessary to access these opportunities.

Any accessibility and connectivity issues/concerns

Accessibility and transport conclusions

The search area has poor accessibility, falling outside of walking catchments to the vast majority of the services and facilities set out above. Whilst the search area does fall within a driving distance to some of the services, it is not well served by public transport and thus reliance on private car transport is likely to be high.

The westernmost parts of the search area close to the A217 have slightly better accessibility as a result of their proximity to this corridor and bus routes along it.

Strategic fit and principles of sustainable development

Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	The south of the search area adjoins A217 and thus has access to further motorway network (M25). Kingswood station is near to the search area and provides onward travel to East Croydon and Central London.

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – in the westernmost part of the search area there are two areas of relatively intense residential development which are PDL and incongruous with the GB. However, the majority is undeveloped save for some sporadic buildings predominantly leisure or residential.
Does the Area of Search include readily recognisable physical	Generally there are a limited amount of strong physical features which could be used to create a robust GB edge.

features, likely to be permanent which could act as a boundary? If so describe nature and location.	<p>Chipstead Road cuts across the southern edge of the search area and would form a strong boundary to part of the area of search. To the east (outside search area) there is a relatively dense belt of trees running north-south.</p> <p>There is a smaller belt of trees to the centre of the search area which could also act as a boundary, albeit forming a small parcel close to the urban edge.</p>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the west of the search area in particular falls within the local gap between the settlements of Kingswood and Lower Kingswood and the GB in this location plays a role preventing the proliferation of a ribbon of development along the A217
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The countryside within the search area is predominantly undeveloped, albeit as formal/manicured golf courses and is largely consistent with the openness of the Green Belt. The countryside within the search area forms part of the wider continuous Green Belt. The westernmost part of the search area is most sensitive in terms of maintaining the locally important gap between Kingswood and Lower Kingswood and preventing the appearance of ribbon development along the A217; however, the vast majority of the search area is not sensitive as part of this gap.	

Overall summary of sensitivity
<p>Landscape: Generally high sensitivity across the search area</p> <p>Heritage: Limited sensitivity</p> <p>Biodiversity and green infrastructure: Localised sensitivity on the very western and eastern fringes but generally of low sensitivity in the majority</p> <p>Flood risk: Low sensitivity with regards to flood risk</p> <p>Other constraints: Topographical constraints in the southern part of the search area</p> <p>Accessibility: Generally poor levels of accessibility; however, the westernmost parts have a greater degree of service accessibility including local bus routes.</p> <p>Strategic fit: Does not adjoin main town and only a small part of the search area has reasonable access to strategic road network</p> <p>Strategic Green Belt: Sensitive in the western part due to value as a local separator; otherwise of generally lower sensitivity</p>

Area of Search E: Lower Kingswood

Landscape mapping

Landscape designations	AONB	Yes	The eastern side of the search area is within an Area of Great Landscape value judged to have identical characteristics to the AONB. There is an area of land in the west of the search area which is not subject to this designation. The search area adjoins the AONB to the south. The search area falls within the recommended evaluation area for the AONB review
	Green AGLV	Yes	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area falls within Area A4 of the LTCA. This area was viewed as having a diverse landscape with strong integration between the urban and rural fringe areas. The degree of manicured countryside was also noted within the area, with less prominent agricultural field boundaries. It was also recognised that much of the landscape is designated and most of the AGLV deemed to have identical characteristics to the AONB. **Overall the landscape within this area was judged to have a high sensitivity to change; however it was noted that there is a fringe area around Lower Kingswood which is not subject to designations and is of lower landscape sensitivity.**

On this basis, the search area can be adjudged to have high landscape value with areas of localised low sensitivity to the west.

Landscape Conclusions

Given the AGLV designation and proximity to the AONB, the eastern part of the search area has a higher degree of sensitivity, particular due to potential impact on the setting of the AONB. The western part of the search area is not subject to landscape designations and is generally judged to be of lower sensitivity with limited potential for long range views. The conclusions of the LTCA confirm these relative sensitivities.

Heritage mapping

Heritage assets	LB(s)	Yes	Very limited number of locally listed buildings within southern part of search area and a single pair of Grade II listed cottages
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Several (quite large) areas of high archaeological potential, particularly within the western part of the search area
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The eastern side of the search area is classified as medium/large regular field patterns with straight boundaries whilst the western side is characterised as 'prairie' fields with limited boundaries.

Heritage conclusions

Generally, the search area has limited sensitivity with regards to heritage. There are few features of heritage importance within or adjoining the search area.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	Yes	The southernmost part of the search area begins to encroach upon the 800m SAC buffer zone – recreation pressure is possible
	SSSI	No	
	LNR	No	
	AW	Yes	There are several isolated areas of Ancient Woodland in the east/north of the search area
	SNCI	Yes	The search area abuts the Walton Heath SNCI

	RIG(s)	No	
	BOA	No	
	Other	No	

Countryside accessibility

There are a large number of PROWs running through the search area. In the west, these link into the network of PROWs on Walton Heath and on the east link into the wider countryside in east

Green infrastructure considerations

The landfill area to the west is not sensitive from a GI point of view. There is a recreation ground within the search area that would need safeguarding if development was to take place. Connectivity is not an issue in this search area as there is an abundance of greenspace surrounding the area.

Nature conservation/biodiversity conclusions

Within the search area itself, there is limited sensitivity with regards to nature conservation with the exception of a few isolated areas of Ancient Woodland. However, proximity to the SAC buffer zone and the Walton Heath SNCI means sensitivity at these transition points, particularly on the western fringes of the search area, is increased.

Flood risk mapping

Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited localised risk of surface water flooding. There is a channel of higher risk on the western side of Lower Kingswood.

Sequential testing commentary

Search area wholly in Flood Zone 1

Flood risk conclusions

The search area is of low sensitivity in terms of flood risk

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	The search area falls within Grade 3 classification
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	Kingswood recreation ground is within the search area
Common land		Yes	Adjoins common land at Walton Heath to the west
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant noise/air pollution concerns. Possible localised issue where the A217 cuts through the search area	
	Contaminated Land	Yes	Western side of the area is former household waste landfill (development would require gas protection measures and possible issues with settlement as material biodegrades), the rest of the area is clear.
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	The western side of the search area has no significant topographical constraints. There is a notable valley running through the eastern side in which the PROW sits but this is unlikely to be significantly restrictive		
Any other constraints or designations	HP Gas pipeline runs through the west and north of the search area VHP Gas pipeline runs along the south of the search area		

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	26.8ha
Potential unconstrained land area	20ha
Indicative capacity (developable area ratio with density of 30-40dph)	410-540
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Reigate	3-4km	The search area is in excess of a 20 minute walking catchment to the town centre The search area falls within a 15 minute drive to the nearest town centre and existing routes mean bus access would be feasible
Local centre(s)	Lower Kingswood	<600m	The vast majority of the search area is within walking distance of the Lower Kingswood local centre; however, the centre itself would require significant improvement in order to serve an increased population
Rail station(s)	Reigate Kingswood	3-4km	The search area is outside of a 20 minute walking catchment to a rail station. The search area could access either Reigate or Kingswood stations within 15-20 minutes by bus
Nearest frequent bus route(s)	420 460	300m-1km	The majority of the search area is within a 10 minute walk of the 420/460 bus route. The south-western part of the search area falls outside of 10 minutes walk to a bus service.
Describe bus service:	420: Hourly service from Redhill to Sutton 460: Hourly service from Redhill to Epsom		
Nearest primary school(s)	Kingswood	<1km	The whole of the search area is within a 20 minute walking catchment of the nearest primary school.
Nearest secondary school(s)	Beacon RAA	2km+	The search area lies significantly outside of a 20 minute walking catchment to the nearest secondary school. The search area could access The Beacon School by bus; however, the travel time would be in excess of 20 minutes. There are no bus services which provide suitable access to RAA.
Nearest GP(s)	Tadworth Reigate	2km+	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. It is likely that the majority of the search area could access a GP surgery in either Tadworth or Reigate within 10-15 minutes by bus
Nearest employment area	Reigate	2km+	The search area falls outside of a walking catchment to local employment opportunities The southern part of the search area could access employment opportunities in Reigate in 10-15 minutes by bus.
Any accessibility and connectivity issues/concerns?			
Accessibility and transport conclusions			
<p>The search area is generally of low accessibility, falling outside the walking catchment of most of the local services and facilities above. Whilst it is well located in relation to a local centre, provision at this centre would need significant improvement to cater for major development.</p> <p>Bus services in and around the search area are limited; however, the one route which does serve it provides quite regular access to Redhill/Reigate and Banstead. The search area does benefit from its access to the strategic road network (A217 and M25).</p>			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	A217 runs north-south through the search area The search area lies close to junction of M25 J8 which can be accessed via the A217. No rail access

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – generally sporadic However, to the north of the search area there is a quite dense park homes development along the A217 as well as the Kingswood Fields office campus

	which are both quite large areas of PDL. There is also an area of residential development (Babylon Lane) in the east of the search area.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	<p>On the western side of the search area there is a relatively dense belt of trees running north-south where it meets Walton Heath which would provide a reasonable boundary. However, the tree belt becomes more intermittent and weaker further north.</p> <p>To the south Mogador road runs east-west and acts as a strong physical boundary.</p> <p>To the east there are a number of areas and belts of quite dense woodland which combine to create a relatively distinct parcel.</p>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	<p>The north of the search area sits in the local gap between Kingswood and Lower Kingswood which are distinct settlements and also prevents proliferation of a ribbon along the A217.</p> <p>The south, east and west of the search area does not fall in a local gap.</p>
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The northern part of the search area forms part of the locally important gap between the settlements of Kingswood and Lower Kingswood and the Green Belt in this area is likely to be sensitive with regards to maintaining separation. The west of the search area is relatively well defined in terms of boundaries and bears less relationship to the wider open countryside in this area, possibly leading to a lower degree of sensitivity.	

Overall summary of sensitivity	
<p>Landscape: The eastern side of the search area is of high sensitivity; however, the western side is of low sensitivity</p> <p>Heritage: Generally low sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Generally of low sensitivity; however, proximity to SSSI and SAC buffer gives rise to higher sensitivity at fringes</p> <p>Flood risk: Low sensitivity with regards to flood risk</p> <p>Other constraints: Former landfill in the western part of the search area would result in need for specialist considerations in development; otherwise largely unrestricted</p> <p>Accessibility: Generally of lower accessibility to local services; however, the search area benefits from good access to a reasonably regular public transport service.</p> <p>Strategic fit: Does not adjoin main town but has good access to strategic road network. Rail access is poor</p> <p>Strategic Green Belt: The northern part is of high sensitivity as a local separator</p>	

Area of Search F: West of Reigate

Landscape mapping			
Landscape designations	AONB	No	The south of the search area is largely within an Area of Great Landscape Value deemed to have some shared characteristics with the AONB and partly an area with identical characteristics to the AONB.
	Green AGLV	No	
	Amber AGLV	Yes	
	Red AGLV	No	
	Gatwick Open Setting	No	<p>The north of the search area is not subject to specific landscape designations</p> <p>The search area falls within the recommended evaluation area for the AONB review.</p>

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area falls within Area B2 in the LTCA. This area was seen to have a diverse landscape, characterised by large heathland/common with views of the urban edge. The topography was seen to have good scenic quality. The area was adjudged to exhibit a mature and integrated landscape. **Overall, the landscape in the area was assessed as having a high degree of sensitivity to change.**

Landscape Conclusions

The search area falls partly within the AGLV. Given the topographical prominence of parts of the search area, long range landscape views are possible into and from the search area. The LTCA identifies the search area as having a mature and integrated landscape which has a high sensitivity to change and there is no evidence to deviate from this conclusion.

Heritage mapping			
Heritage assets	LB(s)	Yes	There are a significant number of locally and statutorily listed (all Grade II) buildings both within the search area and adjoining it in the urban area of Reigate, particularly in the northern and central parts of the search area around the A25.
	CA(s)	Yes	Flanchford Road/Colley Lane CA covers the majority of the northern part of the search area. The Reigate TC CA adjoins the search area to the east.
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential in the north of the search area
	Historic Park or Garden	Yes	Colley House HPG lies in the search area and Reigate Priory Park HPG adjoins to the south east
	Other	No	

Historic landscape classification

The north of the search area comprises areas of regular assart fields with blocks of assarted woodland with areas of low density settlement. The south of the search area is classified as having areas of irregular assart fields, rough grazing and a large area of land used for sport.

Heritage conclusions

Given the significant number of heritage assets within and adjoining, the majority of the search area has a high degree of heritage sensitivity, particularly in relation to the setting of Reigate. The northern part of the search area in particular being covered by the Colley Lane CA is unlikely to be suitable for large scale development/change.

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	Yes	Northern parts of the search area are close to and encroach upon the 800m SAC buffer – recreational pressure is possible
	SSSI	Yes	Reigate Heath SSSI overlaps and adjoins the search area in the south west
	LNR	Yes	Reigate Heath LNR and adjoins the search area in the south west
	AW	Yes	Some small isolated areas of AW adjoining the search

			area in the north and south
	SNCI	Yes	Two areas of SNCI adjoining the northern extent of the search area. There is also a potential SNCI in the northern part of the search area
	RIG(s)	No	
	BOA	Yes	The south of the search area adjoins and partly falls within the Wealden Greensand (WG10) BOA.
	Other	No	

Countryside accessibility

There are some north-south PROW routes in the north of the search area linking up to the SAC. More limited network of PROWs in the south

Green infrastructure considerations

The southern part of the search area forms part of the Reigate Heath and Priory Park Green Infrastructure hub, with important views from Priory Park into the area. The northern part of the search area (between the road and the railway) is less significant in terms of GI.

Nature conservation/biodiversity conclusions

The southern part of the search area generally has a high degree of biodiversity sensitivity, particularly owing to proximity to Reigate Heath SSSI and Priory Park. Given the proximity to SAC buffer zone, the northern part of the search area has a degree of sensitivity but less so than the southern part. The search area has some amenity value as accessible countryside and the southern part has a high degree of value as formal sport and recreation space.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Flood Zones 2 & 3 affect an area largely affects the southern part of the search area
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	Risk of surface water flooding is allied to the areas at risk of fluvial flooding. The northern part of the search area is not at risk of surface water flooding.

Sequential testing commentary

Area containing significant amounts of land within Zone 3

Flood risk conclusions

The search area, particularly the southern section, is of high sensitivity with regards to flood risk.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land in the search area is non-agricultural
	Grade 3	No	
	Grade 4	No	
Formal recreation space		Yes	Playing fields/Sports fields
Common land		Yes	Common land at Reigate Heath overlaps search area
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the railway and A25 run through the search area.	
	Contaminated Land	Yes	Unlicensed landfill
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	No significant constraints – some land level change but not significant in the area south of the railway line
Any other constraints or designations	None to note

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	3ha
Potential unconstrained land area	2.7ha
Indicative capacity (developable area ratio with density of 30-40dph)	80-110
Commentary:	

Accessibility mapping

	Name	Distance	Commentary
Town centre	Reigate	600-1200m	The search area is within a 20 minute walking distance of Reigate town centre.
Local centre(s)	Not relevant as Reigate TC closer than the nearest local centre		
Rail station(s)	Reigate	1.2km+	The majority of the search area is outside a 20 minute walking catchment to Reigate station with the exception of the easternmost parts which adjoin the urban area. The search area could access Reigate station within 10 minutes bus ride.
Nearest frequent bus route(s)	32	<600m	The whole of the search area is within 10 minutes walking catchment of the nearest bus route.
Describe bus service:	32: Hourly bus service from Redhill to Guildford		
Nearest primary school(s)	Multiple	600m-2km	The southern and easternmost parts of the search area fall within a 20 minute walking catchment to a number of primary schools. The west of the search area is within a 10 minute drive time and public transport would be feasible
Nearest secondary school(s)	Beacon RAA	2km+	The search area lies outside of a 20 minute walking catchment to the nearest secondary school. The southern part of the search area is within a 10 minute drive to Reigate School; however, existing bus services mean that car transport is likely. The northern part lies in excess of 10 minutes drive from the nearest secondary school
Nearest GP(s)	Reigate	<1.2km	The whole of the search area lies within a 20 minute walking catchment to the nearest GP surgery in Reigate
Nearest employment area	Reigate Albert Road	<600m	The majority of the search area lies within a 10 minute walking catchment to Albert Road North Industrial Estate and small business areas and the town centre of Reigate
Any accessibility and connectivity issues/concerns?			
Railway line restricts access to parts of the north of the search area			
Accessibility and transport conclusions			
The search area has a high degree of accessibility, particularly benefitting from proximity to services and facilities in and around Reigate TC. However, access to secondary school provision is a slight concern. The search area is not well served by bus routes, only falling within the catchment of an hourly east-west bus service from Redhill to Guildford. This has some implications for overall accessibility.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Reigate
How is the Area of Search located in relation to main transport corridors?	The search area is transected by A25. The rail network could be accessed via Reigate train station, although this is not within or adjacent to the search area.

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Ribbon of residential PDL along the A25 and Flanchford Rd in the north of the search area. No instances of PDL in the south – predominantly open fields
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	The railway forms a robust physical boundary to the north and coupled with Buckland Road A25 and Coppice Lane/Colley Lane creates an area with strong and distinct boundaries. Boundary features south of the A25/Flanchford Road are more limited save for some weak and intermittent tree and field boundaries.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	Yes – to a very limited extent. The search area falls within the gap between Reigate and settlements in adjoining Mole Valley
Is the Area of Search in a local gap which has a role in preventing	No.

neighbouring towns/settlements from merging?	
Does the Area of Search play a role in the setting and special character of a historic town?	Yes – the majority of the search area itself is within a conservation area and it generally forms part of an important backdrop and setting to the historic town of Reigate
Strategic Green Belt conclusions	
There is a reasonable degree of development in the northern part of the parcel, albeit at low densities and as such visual openness is more limited, whilst the southern part is more open and characteristic of Green Belt. Whilst the search area lies within a gap between Reigate and settlements in adjoining Mole Valley, sensitivity is likely to be limited due to the significant separation which exists. However, the search area surrounds the historic town of Reigate and much of it falls within a conservation area and is highly sensitive with regards to protecting the setting and backdrop to the town.	

Overall summary of sensitivity
<p>Landscape: Generally of high sensitivity across the search area</p> <p>Heritage: Generally of high sensitivity to large scale change given extent of designations</p> <p>Biodiversity and green infrastructure: Northern part is of low sensitivity; southern part is of higher sensitivity</p> <p>Flood risk: The southern part of the search area is of high sensitivity with regards to flood risk; the northern part is of low sensitivity</p> <p>Other constraints: No significant constraints</p> <p>Accessibility: Good levels of accessibility to local services and reasonably well served by public transport routes</p> <p>Strategic fit: Adjoins Reigate and has good access to strategic road and rail network</p> <p>Strategic Green Belt: Generally of high sensitivity due to contribution to the setting and backdrop of the historic town of Reigate; some limited sensitivity in relation to strategic separation to the west</p>

Area of Search G: South of Reigate/Woodhatch

Landscape mapping			
Landscape designations	AONB	No	An area in the north of the broad location is within an Area of Great Landscape Value deemed to have some shared characteristics with the AONB
	Green AGLV	No	
	Amber AGLV	Yes	
	Red AGLV	No	The majority of the search area is not subject to specific landscape designations
	Gatwick Open Setting	No	
			The search area falls within the recommended evaluation area for the AONB review.

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. The fringe around Woodhatch was specifically adjudged to have mixed character with areas of grassland, sports provision and utilitarian works forming a buffer to the urban area. **Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.**

The northernmost tip of the search area falls within Area B2 which was adjudged to have a high degree of sensitivity to change.

Landscape Conclusions

A limited part of the north of the search area falls within the AGLV and is of generally more varied and interesting landscape character. For this reason, the northern part of the search area is likely to be of higher landscape sensitivity, consistent with the LTCA conclusions. The southern part of the search area is free from designations and the landscape is generally flat and non-prominent, although giving rise to long range views. The southern part of the search area has a degree of landscape sensitivity and there is no evidence to deviate from the LTCA conclusions.

Heritage mapping			
Heritage assets	LB(s)	Yes	There are a number of statutory (Grade II) and locally listed buildings within the search area. Grade II* listed Hartwood Manor adjoins the search area to the west.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential adjoining search area in the west
	Historic Park or Garden	Yes	Reigate Priory Park HPG adjoins the north of the search area
	Other	No	

Historic landscape classification

The northernmost part of the search area is classified as small regular fields with straight boundaries. The remainder of the search area is largely classified as large irregular or 'prairie' fields with some areas of land used for sport. There is also an area of landscape parkland around Hartwood Manor as well as some small areas of assarted woodland.

Heritage conclusions

Given the limited features and assets in and around the search area, heritage sensitivity is broadly limited. However, due to proximity and setting of Reigate Priory Park HPG, there is a higher degree of sensitivity in the northernmost parts of the search area.

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure is unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There is an area of AW in the west of the search area
	SNCI	Yes	Slipshatch Wood SNCI lies on the western edge of the

			search area. There is a further potential SNCI on the northermost extent of the search area
	RIG(s)	Yes	RIG within Priory Park but likely to have limited impact on development within the search area
	BOA	Yes	The northern part of the search area falls within the Wealden Greensand (WG10) BOA
	Other	No	

Countryside accessibility

There is a network of PROWs in the very north of the search area linking into Reigate Priory Park; however, there are no PROW routes in the majority of the search area

Green infrastructure considerations

There are no significant concerns for GI in the search area other than Ancient Woodland which will require protection from the impacts of development.

Nature conservation/biodiversity conclusions

The search area is subject to few nature conservation designations and has broadly low sensitivity in this regard. However, there is considered to be a greater degree of sensitivity in the north of the search area around the BOA which covers Reigate Priory Park and localised sensitivity around features such as AW/SNCI. The search area has broadly limited amenity value both in respect of formal recreation space and accessible countryside.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Flood Zones 2 & 3 affect an area of land in the south of the search area
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	Risk of surface water flooding is generally low save for a few localised channels. However, there is an area of potentially intermediate/high risk in the south of the search area.

Sequential testing commentary

Area primarily within Zone 1 where development can be accommodated without encroachment into flood zones 2 and 3

Flood risk conclusions

The search area is generally of low sensitivity with regards to flood risk with some areas of localised higher sensitivity which should be avoided.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	The northern part of the search area is likely to be Grade 3 whilst the southern half is likely to be Grade 4
	Grade 3	Yes	
	Grade 4	Yes	
Formal recreation space		Yes	Recreation ground and playing fields
Common land		Yes	Minor incursion of common land in the east of the search area
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	Search area largely unaffected by noise/air pollution concerns. Possible localised issue where the search area adjoins the A217 to the east.	
	Contaminated Land	No	
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	Notable change in land levels in the northern part of the search area (to the south of Priory Park) which may impact upon development capacity. No topographical constraints in the majority of the search area – largely flat
Any other constraints or designations	None to note

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	17.3ha
Potential unconstrained land area	15.9ha

Indicative capacity (developable area ratio with density of 30-40dph)	370-500
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Reigate	600-2.5km	The northernmost parts of the search area lie within a 20 minute walking catchment to Reigate TC. The remainder of the search area is within a 10-15 minute drive of Reigate TC and existing bus routes mean that public transport would be a feasible option
Local centre(s)	Woodhatch	600m+	The search area broadly lies outside of a 10 minute walking catchment to the nearest local centre, albeit only just in places.
Rail station(s)	Reigate	1200m+	The search area lies outside of a 20 minute walking catchment to Reigate station, particularly the more southern parts. The search area could access Reigate station in 10-15 minutes drive and bus routes mean that public transport would be feasible
Nearest frequent bus route(s)	424 435	<1200m	The vast majority of the search area is within a 10 minute walking catchment to the nearest bus route, with a reasonable proportion within 5 minutes.
Describe bus service:	424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley) 435: Half hourly circular service from Merstham to Redhill/Reigate		
Nearest primary school(s)	Multiple	<1200m	The whole of the search area is within a 20 minute walking catchment to a number of primary schools and a relatively significant part is within 10 minutes.
Nearest secondary school(s)	Reigate School	1200m-2km	The majority of the search area is outside of a 20 minute walking distance to the nearest secondary school with the exception of a small part where the search area adjoins the urban area. The search area is within 10 minutes drive of Reigate School and existing bus routes would mean that public transport could be feasible
Nearest GP(s)	Woodhatch	<1.5km	The majority of the search area falls within a 20 minute walking catchment to the nearest GP surgery.
Nearest employment area	Reigate	1.2-2.5km	With the exception of the northernmost tip, the search area falls outside of a 20 minute walking catchment to nearby local employment opportunities. The search area falls within a 10-15 minute drive to local opportunities in Reigate and given existing bus routes, public transport would be feasible.
Any accessibility and connectivity issues/concerns?			
Potential capacity and congestion concerns at Woodhatch junction and along Cockshot Hill			
Accessibility and transport conclusions			
The search area has a reasonable degree of accessibility to a number of the local services; however, walkability to a town centre and rail station is low. The search area does benefit from being in good proximity to bus routes providing frequent access to Reigate and Redhill TCs; which does improve overall accessibility.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Reigate
How is the Area of Search located in relation to main transport corridors?	The south easterly point of the search area adjoins the A217. The northernmost part of the search area is closest to Reigate station, although the station does not lie within or adjacent to the search area.

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so,	Localised parcels of PDL in various community uses including a school, community centre and also a garden centre.

describe nature and extent.	There is sporadic agricultural development in the north of search area. In the south of the area there is a semi-derelict former nursery.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	<p>There are a number of fairly major roads including Slipshatch Road, Whitehall Lane and Clayhall Lane which could represent strong boundaries and also create distinct parcels of land.</p> <p>In the northernmost part of the search area, Park Lane could acts as a reasonably robust western boundary and the dense woodland where it meets Priory Park would create a strong northern boundary.</p> <p>Potential boundary features are more limited in the southermost part of the search area.</p>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	No.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The majority of the search area is undeveloped and displays the countryside displays the visual openness consistent with the Green Belt. There are however, some pockets of PDL at the fringes of the urban area. The search area is traversed by a number of potentially strong boundary features and distinct, robust parcels are formed. The search area does not form part of any strategic or local gaps and is therefore of generally lower sensitivity in this function, similarly it plays no role in maintaining historic character.	

Overall summary of sensitivity
<p>Landscape: Generally of medium to high sensitivity across the search area</p> <p>Heritage: Generally low sensitivity; however, there is some localised higher sensitivity in the north around Priory Park HPG</p> <p>Biodiversity and green infrastructure: Generally of low sensitivity with some localised higher sensitivity</p> <p>Flood risk: Broadly of low sensitivity with some localised areas of high sensitivity which could be avoided</p> <p>Other constraints: Possible topographical constraints in the northern part of the search area</p> <p>Accessibility: Reasonable level of accessibility to a wide range of local services with relatively good access to local public transport routes</p> <p>Strategic fit: Adjoins the south of Reigate and has reasonable access to the A217. Rail access is not particularly strong</p> <p>Strategic Green Belt: Not of specific sensitivity with respect to strategic/local separation or heritage</p>

Area of Search H: South of Woodhatch

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. The fringe around Woodhatch was specifically adjudged to have mixed character with areas of grassland, sports provision and utilitarian works forming a buffer to the urban area. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.			
Landscape Conclusions			
The search area is not subject to any specific landscape designations. There is no evidence to indicate a deviation from the conclusions of the LTCA with regards to landscape sensitivity.			
Heritage mapping			
Heritage assets	LB(s)	Yes	There is a small cluster of statutory (Grade II) and locally listed buildings in the west of the search area; but the majority is free from designated assets.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential in the east of the search area
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is largely classified as medium size fields of regular pattern with some adjoining areas of assarted and regenerated woodland.			
Heritage conclusions			
Given the limited features and assets in and around the search area, heritage sensitivity is broadly low; however, there is a slightly higher degree of sensitivity in the western part around the cluster of listed buildings.			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	Yes	In close proximity to Earlswood Common LNR
	AW	Yes	There is an area of AW in the on the outer extent of the search area.
	SNCI	Yes	The New Pond Farm SNCI partly lies within the search area and two further SNCIs adjoin the search area
	RIG(s)	No	
	BOA	Yes	The majority of the search area falls within the Low Weald (LW07) BOA at Redhill/Earlswood Common. Only the western parts of the search area fall outside of the BOA.
	Other	No	
Countryside accessibility			
There are two east-west PROWs in the search area but coverage is generally limited			
Green infrastructure considerations			
The western portion of this search area is of less concern in terms of GI. The rest of the search area contains a SNCI and AW and is adjacent to a LNR. The northern part of the area is within Earlswood Common with much of the remaining area being of significant imprtance as a green corridor, enabling connectivity between Earlswood			

Common, Felland Copse and Pettridge Common.
Nature conservation/biodiversity conclusions
Due to the SNCI covering a large portion of the area along with further adjoining SNCIs, the eastern part of the search area in particular has a higher degree of biodiversity sensitivity. The majority of the search area in the east is also covered by the Redhill/Earlswood Common BOA and is of sensitive in terms of biodiversity connectivity. The western parts of the search area are subject to less biodiversity constraints and are of lower sensitivity in this regard. The search area has limited amenity value as accessible countryside and only localised value as formal recreation space.

Flood risk mapping			
Flood risk	Flood Zone 3b	Yes	The southern part of the search area is affected by Flood Zones 2 & 3
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	Risk of surface water flooding is largely allied to those areas at risk from fluvial flooding within the search area. Risk in the remaining parts of the search area is low.
Sequential testing commentary			
Small patches of land within Zone 2 and band of land across southern / south eastern part within Zone 3			
Area containing significant amounts of land within Zones 2 and 3			
Flood risk conclusions			
The search area is of reasonably high sensitivity to flood risk, particularly the eastern parts. The west of the search area is of lower flood risk sensitivity.			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	The search area is likely to be Grade 4 agricultural land
	Grade 3	No	
	Grade 4	Yes	
Formal recreation space		Yes	Recreation ground
Common land		Yes	Minor area of common land in the west of the search area
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the search area adjoins the A217 to the west/A23 to the east but not prohibitive.	
	Contaminated Land	Yes	Brickworks – not necessarily contaminated but will need assessment.
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		No significant land levels changes Earlswood Brook runs through search area	
Any other constraints or designations		None to note	

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	4.2ha
Potential unconstrained land area	3.8ha
Indicative capacity (developable area ratio with density of 30-40dph)	100-140
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Reigate	600-1200m	The search area is outside of a 20 minute walking catchment to Reigate TC. The search area is within a 10-15 minute drive to Reigate TC and existing bus routes mean that public transport would be feasible.
Local centre(s)	Woodhatch	600m+	The majority of the search area is outside of a 10 minute walking

			catchment to the nearest local centre with the exception of a small part in the north west of the search area.
Rail station(s)	Earlswood	1200m+	The search area is outside of a 20 minute walking catchment to Earlswood Station. Existing bus routes mean that public transport to Earlswood Station is unlikely to be feasible but could be possible to Reigate Station in 15 minutes
Nearest frequent bus route(s)	424 435	<600m	The whole of the search area is within 10 minutes walking catchment of the nearest bus route.
Describe bus service:	424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley) 435: Half hourly circular service from Merstham to Redhill/Reigate		
Nearest primary school(s)	Dovers Green	<800m	The whole of the search area is within a 20 minute walk to the nearest primary school and the majority is within a 10 minute walk.
Nearest secondary school(s)	Reigate School	<1200m	The whole of the search area is within a 20 minute walk to Reigate School.
Nearest GP(s)	Woodhatch Redhill	<1.5km	The majority of the search area lies within a 20 minute walking catchment to the nearest GP surgery in Woodhatch. The east of the search area falls outside of a walking distance but within a 10-15 minute journey by public transport.
Nearest employment area	Reigate Redhill Salfords	1.2-2.5km	The search area falls outside of a 20 minute walking catchment to nearby local employment opportunities. The search area could access employment opportunities in any of the three locations listed within 10-15 minutes drive and existing bus routes means public transport would be feasible.
Any accessibility and connectivity issues/concerns?			
Capacity of nearby strategic road network and Woodhatch junction needs to be considered			
Accessibility and transport conclusions			
The search area has a reasonable degree of accessibility to local services, in particular school provision - but, 'walkability' to some of the other services is quite low. However, the search area lies on a bus corridor which provides quite frequent access to the town centres of Reigate and Redhill, thus enhancing accessibility.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Reigate
How is the Area of Search located in relation to main transport corridors?	The search area sits between the A217 and A23 corridors. There is no nearby access to the rail network.

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a cluster of PDL in the west of the search area around Dovers Farm, including a former nursing home and row of terraced houses. There is no PDL in the remainder of the search area.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Woodhatch Lane is a robust feature and could act as an eastern boundary. There is also a stream which runs along the south of the search area into a quite dense area of woodland which could continue this boundary. Lonesome Lane runs north south through the search area and creates quite a distinct parcel on the western side.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements	The eastern side of the search area lies within a local gap between Earlswood and Woodhatch and prevents ribbon type coalescing of these settlements.

from merging?	The western side of the search area does not fall within a local gap.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The search area is broadly undeveloped and displays the openness of Green Belt; particularly the eastern parts of the search area. The eastern part of the search area forms part of the gap between Woodhatch and South Earlswood and the Green Belt in this area has a degree of sensitivity in maintaining this gap. The Green Belt in the western part of the search area is likely to be of lower sensitivity.	

Overall summary of sensitivity
<p>Landscape: Generally of medium to high sensitivity across the search area</p> <p>Heritage: Generally low sensitivity; however, there is some localised higher sensitivity in the west of the search area</p> <p>Biodiversity and green infrastructure: High sensitivity in the eastern part of the search area; otherwise generally of lower sensitivity</p> <p>Flood risk: The east of the search area is largely of mid to high sensitivity in relation to flood risk; however, the west is of lower risk</p> <p>Other constraints: No significant constraints</p> <p>Accessibility: Reasonable level of accessibility to a wide range of local services with relatively good access to local public transport routes</p> <p>Strategic fit: Adjoins the south of the Reigate/Redhill urban area and has good access to strategic road network. Access to rail network is relatively poor.</p> <p>Strategic Green Belt: The eastern part of the search area is of high sensitivity as a local separator, the western part is not specifically sensitive as a separator or in heritage terms.</p>

Area of Search I: South of Redhill

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
The search area falls within Area B2 in the LTCA. This area was seen to have a diverse landscape, characterised by large common with views of the urban edge. The topography was seen to have good scenic quality. The area was adjudged to exhibit a mature and integrated landscape. Overall, the landscape in the area was assessed as having a high degree of sensitivity to change.			
Landscape Conclusions			
The search area is not subject to any specific landscape designations, however, the LTCA concludes the search area to have a high degree of landscape sensitivity to change as a result of the diverse, mature landscape and views into and from the urban edge. The eastern part of the search area also forms part of the a long range green vista along the eastern side of the settlement of Redhill.			
Heritage mapping			
Heritage assets	LB(s)	Yes	There are a number of statutory listed (Grade II) buildings at the Royal Earlswood development.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	No	At Royal Earlswood
	Historic Park or Garden	Yes	
	Other	No	
Historic landscape classification			
The undeveloped land within the search area is classified exclusively as land for sport/recreation purposes.			
Heritage conclusions			
With the exception of the need to consider setting around the heritage assets at Royal Earlswood, the search area has limited sensitivity in this respect.			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	Yes	In close proximity to Earlswood Common LNR
	AW	Yes	There is an isolated area of designated Ancient Woodland in the south of the search area
	SNCI	Yes	The search area adjoins the Three Arch Road SNCI and is close to the Earlswood Common SNCI
	RIG(s)	No	
	BOA	Yes	The western part of the search area falls within the Low Weald (LW07) Redhill/Earlswood Common BOA.
	Other	No	
Countryside accessibility			
There are a number of PROWs in the west of the search area. There is a long route linking from the urban area into the wider countryside in the south running through the centre of the search area			
Green infrastructure considerations			
The eastern part of the search area has value as a green corridor, and this should be incorporated into any development plan. The area around Redhill Brook has the potential to become an area of biodiversity and could be improved through the development process.			
Nature conservation/biodiversity conclusions			
Broadly, the search area is subject to few nature conservation designations and has lower sensitivity in this regard.			

The area represents a reasonably accessible area of countryside close to a settlement where open space is deficient and thus has medium to high amenity value. The area around Redhill Brook has a degree of biodiversity sensitivity, however, this may be seen as an opportunity rather than a constraint. The western parts of the search area fall within the Redhill/Earlswood Common BOA and proximity to the SNCIs/LNRs means this part has a degree of sensitivity.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Large band through centre of area of Zone 2 and smaller bands within Zone 3, mostly following watercourses
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	A large part of the area of search is subject to intermediate/high risk of surface water flooding.

Sequential testing commentary

Area containing significant amounts of land within Zone 2 and 3

Flood risk conclusions

Generally, the area is of high sensitivity with regards to flood risk; however, there are areas in the westernmost and easternmost parts of the search area where sensitivity is lower.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is likely to be Grade 4 agricultural land
	Grade 3	No	
	Grade 4	Yes	
Formal recreation space		Yes	Recreation ground
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ		No significant concerns regarding noise pollution. Possible localised issue where the search area adjoins the A23/railway line in the west
	Contaminated Land	Yes	Old gas works which requires remediating on small part of the area
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	Redhill Brook runs through the search area. There are no significant land level changes across the search area likely to constrain development.
Any other constraints or designations	None to note

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	6.6ha
Potential unconstrained land area	3.3ha
Indicative capacity (developable area ratio with density of 30-40dph)	80-110

Commentary:

Accessibility mapping

	Name	Distance	Commentary
Town centre	Redhill	1200m-2km	With the exception of a very small part, the search area falls outside of a 20 minute walk to Redhill TC. The entirety of the search area is comfortably within a 10 minute drive to the town centre and existing bus routes mean that public transport is highly feasible
Local centre(s)	Not relevant – Redhill TC is closer than nearest local centre		
Rail station(s)	Earlswood	600m-1200m	The whole of the search area is within a 20 minute walking distance to the nearest rail station and the western half is within 10 minutes.
Nearest frequent bus route(s)	32 430	<600m	The whole of the search area is within 10 minutes walking catchment of the nearest bus route.
Describe bus	32: Hourly bus route from Redhill to Guildford		

service:	430: Half hourly circular service from Merstham to Redhill/Reigate		
Nearest primary school(s)	Brambletye	<800m	The whole of the search area is within a 20 minute walk to the nearest primary school and the majority is within a 10 minute walk.
Nearest secondary school(s)	Reigate School Warwick	1.2km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The search area falls within a 10 minute drive to both secondary schools and existing bus routes mean that public transport could be feasible
Nearest GP(s)	Redhill	<1.2km	The search area falls within a 20 minute walking catchment to the nearest GP surgery
Nearest employment area	Redhill Kingsfield Business Park	600m-1200m	The search area lies within a 20 minute walking catchment to local employment opportunities in Redhill and Kingsfield Business Park
Any accessibility and connectivity issues/concerns?			
Accessibility and transport conclusions			
<p>The search area has a reasonably good degree of accessibility to the local services and facilities set out above. Proximity to Redhill and access to it by bus is a particular benefit.</p> <p>The proximity of the search area to the A23 and the bus routes along this corridor enhances accessibility, particularly for the western part of the search area.</p>			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Redhill
How is the Area of Search located in relation to main transport corridors?	The south westerly edge of the search area adjoins the A23 corridor. Earlswood station is accessed to the north of the search area although is not within or adjacent to area (access to Redhill/London, Gatwick/Brighton)

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	No (excluding Royal Earlswood).
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	The Royal Earlswood housing development acts as a boundary in the south of the search area. To the western edge of the area the railway line runs north-south. There are fewer strong and distinct boundaries in the eastern part of the search area
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the search area sits in the local gap between south of Redhill and Earlswood/Whitebushes. The openness of the gap is particularly sensitive due to major developments in the GB such as Royal Earlswood and ES Hospital.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The search area falls within the gap between Redhill and South Earlswood. The Green Belt within this gap is interrupted by large scale PDL and therefore the open gap provided by the countryside in this area is particularly sensitive with regards to maintaining separation.	

Overall summary of sensitivity
<p>Landscape: Generally of high sensitivity across the search area; particularly in the east</p> <p>Heritage: Generally low sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Generally of low sensitivity with some a localised degree of sensitivity in the west and around Redhill Brook but not specifically high</p>

Flood risk: Generally of high sensitivity with localised areas of lower sensitivity on the eastern and western fringes
Other constraints: No significant constraints
Accessibility: Reasonably good level of accessibility to a wide range of local services with relatively good access to local public transport routes
Strategic fit: Adjoins Redhill and has reasonable access to the strategic A23 corridor and rail network
Strategic Green Belt: Generally of high sensitivity as a local separator

Area of Search J: East of Redhill

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	The search area falls within the recommended evaluation area for the AONB review
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
The search area falls within Area B3 of the LTCA. This area is identified as having a diverse and disturbed landscape with a high degree of urban-rural interface around Redhill compounded by transport corridors. Visually and physically the landscape was judged to be interrupted. Overall, the landscape in the area was judged to have low sensitivity to change; however, sensitivity rises around managed wildlife sites.			
Landscape Conclusions			
The search area is not subject to any designations and has a largely disrupted landscape. The LTCA assessed the area as having generally low landscape sensitivity and there is no evidence to deviate from this conclusion.			
Heritage mapping			
Heritage assets	LB(s)	Yes	Small number of statutory (Grade II) listed buildings within the search area along Redstone Hill (lodges and cottages) and at RNIB (Tudor House)
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is largely classified as disused/active clay and sandpits with areas of assarted woodland and converted arable land			
Heritage conclusions			
Given the limited heritage assets and features in and adjoining the search area, there is broadly limited sensitivity in this regard save for some localised consideration of the setting of listed buildings.			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There are two areas of Ancient Woodland within the search area.
	SNCI	Yes	
	RIG(s)	No	Part of the Holmethorpe Sandpits Complex SNCI affects the northern part of the search area.
	BOA	Yes	
	Other	No	
The northern part of the search area falls within the Wealden Greensand (WG11) BOA.			
Countryside accessibility			
With the exception of two routes around the edge of the urban area, there are no PROWs in the search area providing access into the wider countryside			
Green infrastructure considerations			
The northern part of the search area is a SNCI with an ancient woodland in the central section. Development on both sides of the AW may encourage the use of the woodland as a cut-through and could impact on the integrity of the AW. This would need to be assessed and addressed through design and location of development. There is a deficit of green space and biodiversity in Redhill, so any loss of exsiting green space should be mitigated with creation of new urban biodiverity areas and greening of new development.			

Nature conservation/biodiversity conclusions			
Proximity to the Holmethorpe Sandpits Complex SNCI and the BOA introduces a degree of biodiversity sensitivity, particularly in the north of the search area. There is also localised sensitivity in and around the areas of Ancient Woodland within the search area. The more southerly parts of the search area are less sensitive in respect of biodiversity designation. The area currently has limited amenity value as either accessible countryside or formal recreation space.			

Flood risk mapping			
Flood risk	Flood Zone 3b	Yes	Small areas close to northern boundary within Zones 2 and 3
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	There is limited risk of surface water flooding broadly across the search area although there may be some small localised areas where risk is higher.

Sequential testing commentary			
Area primarily within Zone 1 where development can be accommodated without encroachment into flood zones 2 and 3			

Flood risk conclusions			
The search area is broadly of low sensitivity to flood risk with isolated areas of higher risk which should be avoided.			

Other constraints/considerations			
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Land use and protection			
Agricultural land classification	Grade 2	No	Land within the search area is non-agricultural
	Grade 3	No	
	Grade 4	No	
Formal recreation space		No	
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity			
Pollution/contamination	Noise/AQ		No significant concerns regarding noise/air pollution. Possible localised issue around the A25 as well as in the north due to proximity to the railway line. The active landfill may create noise issues.
	Contaminated Land	Yes	Cemetery to the south, active landfill outside northern edge of search area (household and industrial)
	Other comments		

Physical and topographical features	
Are there any topographical features that could limit development potential?	The search area experiences relatively significant change in land levels, rising upwards from its northern and southern extents to peak in the central part of the search area. This topography may limit development potential. There is a significant block of woodland (part Ancient Woodland) in the central part of the search area.
Any other constraints or designations	There is a cemetery in the southern part of the search area – thus this particular part is not developable. The northern part of the search area adjoins the active Patterson Court landfill site which may have amenity implications particularly with regard to noise and air quality.

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	30.7ha
Potential unconstrained land area	23.2ha
Indicative capacity (developable area ratio with density of 30-40dph)	510-685
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Redhill	<1200m	The whole of the search area is within a 20 minute walking

			catchment to Redhill TC
Local centre(s)	Not relevant as Redhill TC closer than the nearest local centre		
Rail station(s)	Redhill	<1200m	The whole of the search area is within a 20 minute walking catchment to Redhill station
Nearest frequent bus route(s)	400 410 32 100	<600m	The whole of the search area is within 10 minutes walking catchment of numerous bus routes
Describe bus service:	400: Hourly bus service from Caterham to East Grinstead 410: Half hourly from Hurst Green to Redhill 32: Hourly from Redhill to Guildford 100: Thrice hourly bus service from Redhill to Maidenbower		
Nearest primary school(s)	Brambletye St Matthews	<1200m	The vast majority of the search area is within a 20 minute walking catchment to one of two primary schools, with the exception of a small part on the most eastern extent of the search area. The southern part of the search area is largely within 10 minutes walk. Additional primary school provision is planned in the Redhill area which may increase accessibility further
Nearest secondary school(s)	Warwick	<1200m	The vast majority of the search area is within a 20 minute walking catchment to the nearest secondary school with the exception of the southernmost extent. The north of the search area is within 10 minutes walking distance. Additional secondary school provision is planned in the Redhill area which may increase accessibility further
Nearest GP(s)	Redhill	1km-1.5km	The majority of the search area falls within a 20 minute walk to the nearest GP practice, except for the north-easternmost part
Nearest employment area	Redhill Kingsfield Business Park Holmethorpe	600m-1km	The search area falls comfortably within a 20 minute walking catchment to local employment opportunities in the locations listed and a significant proportion is within a 10 minute walk.
Any accessibility and connectivity issues/concerns?			
The search area lies around the A25 corridor which leads into Redhill. The impact of any development in this area on congestion, the road network and planned improvements in Redhill Town Centre will need to be carefully considered.			
Accessibility and transport conclusions			
The search area has a high degree of accessibility to all of the local services, benefitting in particular from its proximity to Redhill TC and local employment areas. The search area is also well served by bus routes, both local and further afield, which enhances accessibility. Access to the strategic road network (A25) is also good.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Redhill
How is the Area of Search located in relation to main transport corridors?	The search area is transected by the east-west A25 and this also provides access to the north-south A23 corridor. Redhill train station can be accessed via A25.

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Large quantity of PDL in the search area. RNIB in the south and there is a row of residential development lining the A25 as well as the derelict Copyhold site (Industrial).
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	The A25 runs east-west through the centre of the search area and is a strong physical feature. In the south, the railway line could form a robust southern boundary and along with Philanthropic Road creates a distinct parcel of land. In terms of eastern boundaries, Fullers Wood Lane runs north-south just

	<p>outside the search area and there is also a dense and consistent strip of woodland which could provide an eastern boundary.</p> <p>To the north of the area there is the boundary to the landfill site which is visually and physically well defined.</p>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – but to a limited extent. To the east of the search area lies the settlement of South Nutfield. However, the interrupted fringe nature of the GB in this search area means its contribution is lower.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The search area has a large quantity of development and PDL and this reduces its visual openness. There are a number of strong features in the search area which could acts as robust Green Belt boundaries. The search area forms part of the gap between Redhill and small villages in Tandridge; however, the interrupted nature and limited openness means it has lower sensitivity in this regard.	

Overall summary of sensitivity
<p>Landscape: Generally low sensitivity across the search area</p> <p>Heritage: Generally low sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Generally medium sensitivity across the search area due to the fact there are interest features dotted throughout.</p> <p>Flood risk: Generally of low with localised areas of higher sensitivity in the very north-west</p> <p>Other constraints: Topography and coverage of woodland may limit development capacity. Proximity to active landfill and railway line may give rise to amenity constraints.</p> <p>Accessibility: Very good level of accessibility to a wide range of local services and good access to local public transport routes</p> <p>Strategic fit: Adjoins Redhill and has good access to the strategic road and rail network</p> <p>Strategic Green Belt: Not of specific sensitivity as a separator due to the interrupted nature and limited openness</p>

Area of Search K: Merstham

Landscape mapping			
Landscape designations	AONB	Yes	The northern part of the search area is in an Area of Great Landscape Value but which is deemed to have limited shared characteristics with the AONB due to its fragmented nature (motorways and development). However, the northern part is also close to the AONB. The southern parts of the search area are not subject to specific landscape designations The search area falls within the recommended evaluation area for the AONB review.
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	Yes	
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area falls within Areas A4 and B3 of the LTCA.

Area A4 was assessed as having a diverse landscape with strong integration between the urban and rural fringe areas. **Whilst area A4 was seen as generally of high sensitivity to change, it was explicitly noted that the AGLV around Merstham is seen as sharing few or no characteristics with the AONB and, moreover, that the presence of the transport corridors gives the area a lower landscape sensitivity.**

Area B3 is identified as having a diverse and disturbed landscape with a high degree of urban-rural interface around Redhill and Merstham, compounded by the complex network of transport corridors. Visually and physically the landscape was judged to be interrupted. **Overall, the landscape in the area was judged to have low sensitivity to change; however, sensitivity rises around managed wildlife sites.**

On this basis, the landscape in the search area could be judged as having a generally low sensitivity to change with isolated areas of higher sensitivity.

Landscape Conclusions

The northern part of the search area falls within the AGLV, albeit recognised as sharing limited characteristics with the AONB. However, the northern parts of the search area are close to the AONB and may have some sensitivity with regards to its setting. The southern parts of the search area are not designated. The LTCA generally concludes the area to have low landscape sensitivity due to its interrupted landscape; however, there are areas of sensitivity around the nature reserve. Generally, landscape sensitivity is low across the search area.

Heritage mapping

Heritage assets	LB(s)	Yes	There are a large number of listed (statutory and local) buildings in the northern part of the search area, particularly associated with the CAs. Instances of listed buildings in the part of the search area South of the M25 are more limited.
	CA(s)	Yes	The Rockshaw Rd CA lies within the northern part of the search area and the northern part also adjoins the Merstham Village CA.
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Two small areas in the part of the search area to the north of the M25
	Historic Park or Garden	Yes	There are two HPGs to the east of the search area in the Merstham Village CA.
	Other	No	

Historic landscape classification

The part of the search area north of the M25 is classified as regenerated secondary woodland and scattered settlement. The eastern part of the search area is also scattered settlement with paddocks. The south of the search area is typified by land used for recreation (associated with the two schools) and disused former sandpits.

Heritage conclusions

Given the proximity to the Merstham Village and Rockshaw Rd CAs, the northern part of the search area (north of the M25) is more sensitive in respect of heritage considerations. The southern part of the search area is of low sensitivity

with the exception of some isolated listed buildings.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to the SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	One area of Ancient Woodland in the north of the search area (around the M25)
	SNCI	Yes	Part of the Holmethorpe Sandpits Complex SNCI lies in the south of the search area
	RIG(s)	Yes	The south of the search area falls within the Wealden Greensand (WG11) BOA
	BOA	No	
	Other	No	

Countryside accessibility

A long east-west route runs through the northern part of the search area (just to the south of the M25) and also links across into the countryside north of the M25. There are also north-south routes in the eastern part of the search area.

Green infrastructure considerations

The northern part of the search area (South bund of M25) is public open space and is well used for local recreation. This area is also a potential LNR and is designated as public open space in the BLP 2005. In the mid section of the area there is a need for better footpaths and trails which could be provided as part of a development. Development that is sensitive to the recreational needs of the existing local community could be welcomed here. In the south of the search area there is a wooded SNCI and marshland, this is an opportunity area to improve connectivity and is a natural extension to the SWT nature reserve in the south; development here would be inappropriate for this reason.

Nature conservation/biodiversity conclusions

The search area is subject to few nature conservation/biodiversity designations and broadly has limited sensitivity in this regard. The southern parts of the search area fall within the BOA and there is also localised sensitivity in this area due to proximity to the SNCI. The part of the search area between the Merstham urban area and the M25 has high amenity value as accessible countryside and recreation space. The southern part of the search area has more limited amenity value.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Large areas of Zone 2 in north western and south western sections as well as smaller areas of Zone 3 in these sections
	Flood Zone 3a		
	Flood Zone 2	Yes	There are particular locations in the search area which may be subject to intermediate/high risk of surface water flooding.
	Area at risk of surface water flooding	Yes	

Sequential testing commentary

Areas containing significant amounts of land within Zone 2

Flood risk conclusions

The search area has a degree of sensitivity with regards to flood risk, particularly in the very northern and southern parts. The remainder is largely of low sensitivity.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land in the southern part of the search area is non-agricultural.
	Grade 3	No	
	Grade 4	Yes	Land to the north/east of the search area is likely to be Grade 4
Formal recreation space		Yes	Recreation ground and school playing fields
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ		Significant noise/air pollution concerns in the northern part of the search area associated with proximity to M25/M23. Likely to be prohibitive to development in this part of the search area. Possible rail related noise in the west of the search area.
	Contaminated Land	Yes	Sewage works in the southern part of the search area which may give rise to amenity issues
	Other comments		

Physical and topographical features	
Are there any topographical features that could limit development potential?	<p>The search area is subject to significant changes in land levels, particularly to the north of the M25 which may limit development potential in this location. This area is also partly wooded.</p> <p>The land immediately to the south of the search area is steeply banked to act as a barrier to the M25 motorway and is thus not suitable for development.</p> <p>There is a body of water in the south of the search area and this part of the search area adjoins the sewage treatment works, development potential in the south of the search area is likely to be severely limited.</p> <p>There is an area of land to the east of the existing urban area which is largely free of topographical constraints.</p>
Any other constraints or designations	Two schools (independent/specialist) occupy a large amount of land in the south of the search area.

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	8.3ha
Potential unconstrained land area	7.5ha
Indicative capacity (developable area ratio with density of 30-40dph)	170-225
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Redhill	2.5km-4km	<p>The search area lies outside of a 20 minute walking catchment to Redhill TC.</p> <p>The search area lies within a 15-20 minute drive from Redhill TC and existing bus services mean that public transport would be feasible</p>
Local centre(s)	Multiple	400m-1km	<p>The western parts of the search area fall within a 10 minute walking catchment to a number of local centres.</p> <p>The east of the search area falls just outside of a 10 minute walking catchment to a local centre.</p> <p>Enhanced retail and service provision is planned as part of a new local centre in Merstham</p>
Rail station(s)	Redhill	400m-1.5km	<p>The west of the search area falls within a 20 minute walking catchment to Merstham station.</p> <p>The easternmost extent of the search area falls within a 10 minute drive but current bus routes mean that direct public transport is not feasible.</p>
Nearest frequent bus route(s)	430/435 405 540	<600m	The vast majority of the search area is within a 10 minute walking catchment to a bus route with the exception of part to the north of the M25
Describe bus service:	430/435: 4 per hour circular service from Merstham to Redhill/Reigate 405: 4 per hour service from Redhill to West Croydon 540: Irregular service from Oxted to Redhill		
Nearest primary school(s)	Merstham Furzefield	<1km	<p>The search area falls within a 20 minute walking catchment to one of two primary schools with a significant proportion of the search area within 10 minutes.</p> <p>Additional primary school provision is planned in the Redhill area which may further improve accessibility.</p>
Nearest secondary school(s)	Warwick RAA	2km+	<p>The search area falls outside of a 20 minute walking catchment to the nearest secondary school.</p> <p>The majority of the search area falls within a 10-15 minute drive to the nearest secondary school and existing bus routes are such that public transport would be feasible</p> <p>Additional secondary school provision is planned in the Redhill area which may improve accessibility</p>

Nearest GP(s)	Merstham	<1.2km	The search area lies within a 20 minute walking catchment to the nearest GP surgery
Nearest employment area	Wells Place	600m-2km	The western part of the search area falls within a 20 minute walking catchment to local employment opportunities at Wells Place. The eastern part of the search area is within a 10-15 minute drive and public transport could be feasible.
Any accessibility and connectivity issues/concerns?			
The part of the search area north of the M25 is only accessible via Rockshaw Rd and capacity to cope with high traffic flows from large scale development would need careful consideration.			
Accessibility and transport conclusions			
The search area generally has a reasonable degree of accessibility to a range of local services; however, accessibility does decline slightly in more easterly parts of the search area. Secondary school accessibility is a concern; however, the search area may benefit from additional provision planned in the Redhill area. The search area is reasonably well served by bus services providing regular routes both locally to Redhill and further afield to Croydon			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Adjoins Merstham regeneration area and wider Redhill urban area.
How is the Area of Search located in relation to main transport corridors?	Although the search area is close to the M25/M23 junction, there is no access point to the network in the surrounding area The northernmost point of the search area adjoins the A23. Mertham train station is also nearby although is not within or adjacent to the area.

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a cluster of PDL in the mid/east-section of the search area which consists of farm buildings and offices and school premises. In the northern part of the search area there is a fairly consistent line of residential properties along Rockshaw Road
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	To the north and east are the M25 and M23 which represent the strongest boundaries possible in physical and visual prominence Bletchingly Road runs east-west through the search area and would represent a robust boundary. There is a lake surrounded by a tree lined bank in the of the search area which would act as a brake on southern expansion.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	No.
Does the Area of Search play a role in the setting and special character of a historic town?	Yes – the northern part has limited value in respect of the the setting of the Rockshaw Rd conservation area.
Strategic Green Belt conclusions	
The countryside within the search area is largely disturbed and disjointed and this has implications for openness. The part of the search area north of the M25 has a greater degree of openness and there is intervisibility and long range views across the wider countryside. There is a reasonable degree of development and built land in the southern part of the search area which has implications from a Green Belt perspective. The green belt in the area has low or no sensitivity with regards to strategic or local gaps, and only the northern part has limited sensitivity from a historic setting perspective.	

Overall summary of sensitivity

Landscape: Generally low sensitivity across the search area with higher sensitivity in the part north of the M25.

Heritage: Generally low sensitivity in the south of the search area; higher in the north

Biodiversity and green infrastructure: Generally low sensitivity across the search area with localised higher sensitivity in the very south of the search area

Flood risk: High sensitivity in the north-west and southernmost parts of the search area; otherwise of lower sensitivity

Other constraints: Topographical/physical constraints mean a significant proportion of the search area in the north and south of the search area is not developable. Significant noise and air pollution constraints around the M23/M25. East of the search area is only part free from physical/environmental constraints

Accessibility: Reasonable level of accessibility to a wide range of local services and reasonably well served by local public transport routes

Strategic fit: Does not adjoin main town but close to Merstham regeneration area. Reasonable access to A23 corridor and rail network

Strategic Green Belt: Not of specific sensitivity as a separator or in heritage terms

Area of Search L: East of Salfords

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. The majority of the area around Salfords was assessed as being sensitive to change, particularly around the A23 corridor. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change. However, the east of Salfords was identified as having an interrupted fringe with a lower sensitivity to change.			
Landscape Conclusions			
The search area is not subject to any specific landscape designations. Due to the topography, the potential for long range views across the wider countryside in this area is quite high. Generally in the wider area, the LTCA concluded a medium to high landscape sensitivity; however, the east of Salfords particularly was seen to have a more disrupted landscape and lower sensitivity. Given this, the search area is considered to have a low to medium landscape sensitivity.			
Heritage mapping			
Heritage assets	LB(s)	No	There are a small number of statutory (Grade II) listed buildings adjoining the search area with a single locally listed building within the search area
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is almost wholly classified as regular 'ladder' field pattern. There is a small area of land used for sport/recreation in the north-west of the search area.			
Heritage conclusions			
Overall the search area is subject to very few heritage constraints/designations and is therefore of low sensitivity in this regard. There may be some limited localised sensitivity with regards to the setting of statutory listed buildings along the eastern extent of the search area.			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There are two areas of AW in the centre and south of the search area
	SNCI	Yes	
	RIG(s)	No	A potential SNCI runs through the search area
	BOA	No	
	Other	No	
Countryside accessibility			
A long bridleway runs north-south through the centre of the search area and several short footways shoot east-west off of this 'spine' route			
Green infrastructure considerations			
There are no major GI concerns with development in this area. The Millenium Trail, which runs north-south through			

the area, and countryside paths are good for pedestrian connectivity and countryside accessibility and should be maintained.

Nature conservation/biodiversity conclusions

The northern half of the search area is subject to few nature conservation/biodiversity designations and is of low sensitivity in this regard. The southern part of the search area has a degree of sensitivity due to the two areas of AW and potential SNCI. The search area has a medium degree of amenity value as accessible countryside due to the Millenium Trail as well as formal recreation space.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Very small area on northern boundary and band at southern end within Zone 3 / 2
	Flood Zone 3a	Yes	
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	No	The search area is at low risk of surface water flooding with the exception of the area which experiences fluvial flood risk.

Sequential testing commentary

Area primarily within Zone 1 where development can be accommodated without encroachment into flood zones 2 and 3

Flood risk conclusions

The search area is generally of lower sensitivity with regards to flood risk with isolated areas of higher sensitivity which should be avoided.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within this search area is likely to be predominantly Grade 4, with the some possibility of Grade 3 in southernmost parts
	Grade 3	Yes	
	Grade 4	Yes	
Formal recreation space		Yes	Recreation ground and playing field in north-west
Common land		No	
Aerodrome safeguarded land		No	But near to boundary of Redhill Aerodrome

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the search area adjoins the railway line to the west	
	Contaminated Land	Yes	Machine works to the north of the area (in continuing use), and pits to the south.
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	There is a rise in land levels from the south of the search area into the centre, but this is unlikely to pose any significant constraint to development.
Any other constraints or designations	None to note

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	113ha (across search areas L & M)
Potential unconstrained land area	90.4ha
Indicative capacity (developable area ratio with density of 30-40dph)	1,750-2,350 (across search areas L & M)
Commentary:	

Accessibility mapping

	Name	Distance	Commentary
Town centre	Horley	2-4km	The search area lies outside of a 20 minute walking catchment to the nearest town centre. The search area is within a 10-20 minute drive to Horley TC and good bus services (notably Fastway) exist.
Local centre(s)	Salfords	600m+	With the exception of the northernmost part, the search area falls outside of a 10 minute walking catchment of the nearest local

			centre.
Rail station(s)	Salfords	<1200m	The whole of the search area lies within a 20 minute walking catchment to Salfords rail station and around half of the search area is considered to be within 10 minutes walk
Nearest frequent bus route(s)	100 400 424	<600m	The search area is within a 10 minute walking catchment to several bus routes.
Describe bus service:	100: Thrice hourly from Redhill to Maidenbower (via Horley) 400: Hourly from Caterham to East Grinstead 424: Half hourly from ESH to Redhill/Hourly from Copthorne to Redhill (via Horley)		
Nearest primary school(s)	Salfords	600m-2km	The northernmost part of the search area falls within a 20 minute walking catchment to Salfords Primary. The southern part of the search area is within a 10-15 minute driving catchment to either Salfords Primary or schools in Horley
Nearest secondary school(s)	Reigate School Oakwood	2km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The southern part of the search area falls within a 10 minute drive to Oakwood School and current bus services mean that public transport may be feasible. The northern part of the search area is outside of a 10 minute drive to a secondary school.
Nearest GP(s)	Horley	2km+	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The southern part of the search area could access a GP surgery in 10-15 minutes by bus, with the remainder falling outside of this.
Nearest employment area	Salfords Perrywood	<600m	The entirety of the search area falls within a 10 minute walking catchment to local employment opportunities at Salfords/Perrywood Business Park

Any accessibility and connectivity issues/concerns?

The primary accesses to the search area may run under narrow/low bridge(s)

Accessibility and transport conclusions

The search area has a reasonable degree of accessibility to the local services listed above – in particular employment opportunities and rail services. However, accessibility to school provision is lower.
The search area benefits from its proximity to the A23 corridor and Fastway which provides a regular bus route into both Horley and Redhill, increasing the accessibility of this area. It may also benefit from planned infrastructure provision and improvements as part of the North East and North West Sector new neighbourhoods.

Strategic fit and principles of sustainable development

Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	The search area is well located in relation to the A23 corridor, the area runs parallel to the road. Salfords train station is within the search area, providing access to north-south rail links

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	Includes some residential properties and Perrywood Business Park
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	There are roads in the north, south and east of the search area which create a distinct parcel of land and are physically and visually well defined features which would be strong boundaries. It should be noted that the railway line which runs along the eastern edge of the Salfords urban area already acts as a strong settlement boundary.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap	No.

which has a role in preventing neighbouring towns/settlements from merging?	
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The search area is largely undeveloped with only sporadic development and therefore displays the openness associated with the Green Belt. The exception to this is a number of residential properties along Honeycrook Lane and Perrywood Business Park. The search area does not fall within a strategic or local gap and is likely to have low or no sensitivity in this respect. Strong boundaries within the search area create a well defined parcel; however, the existing boundary to the east of Salfords is very strong, formed by a railway line.	

Overall summary of sensitivity
<p>Landscape: Generally low to medium sensitivity across the search area</p> <p>Heritage: Generally low sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Low sensitivity in the north of the search area; some localised higher sensitivity in the south</p> <p>Flood risk: Generally low sensitivity across the search area with localised areas of higher sensitivity which could be avoided</p> <p>Other constraints: No significant constraints</p> <p>Accessibility: Reasonable level of accessibility to many local services; particularly enhanced due to good access to local public transport routes.</p> <p>Strategic fit: Does not adjoin main town but very well located in relation to strategic A23 corridor. Very good access to rail corridor.</p> <p>Strategic Green Belt: Not of specific sensitivity as a separator or in heritage terms</p>

Area of Search M: South Earlswood

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
The search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.			
Landscape Conclusions			
The search area is not subject to any landscape designations. The LTCA recognises that the topography in the area gives rise to long range landscape views and generally concludes the area to be of medium to high landscape sensitivity. There is no evidence to deviate from this conclusion.			
Heritage mapping			
Heritage assets	LB(s)	Yes	There are a small number of Grade II listed buildings in the south of the search area and isolated instances of locally listed buildings.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential in the centre of the search area
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is classified as partly regular ladder field pattern and partly large ‘prairie’ fields. There is also an area of disused clay pit in the north of the search area.			
Heritage conclusions			
Given the limited features and assets in and around the search area, heritage sensitivity is broadly low.			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	Some isolated areas of designated Ancient Woodland.
	SNCI	Yes	The search area is close to the Petridgewood Common SNCI. There is a large potential SNCI in the north of the search area.
	RIG(s)	No	
	BOA	Yes	Only in respect of proximity to the River Mole BOA
	Other	No	
Countryside accessibility			
There are two PROWs running north-south through the search area and a route running east-west through alongside the stream.			
Green infrastructure considerations			
Connectivity is not an issue for this search area as it is surrounded by ample greenspace. Development in the southern part of the search area would interfere with east-west connectivity between South Earlswood and Salfords. The Millenium Trail (Sustrans) route runs north-south through the search area.			
Nature conservation/biodiversity conclusions			
The search area is subject to few nature conservation designations and has broadly limited sensitivity in this regard. There is a degree of sensitivity around the potential SNCI in the north of the search area as well as in the very south-			

west part of the search area which forms a green corridor between the settlements of South Earlswood and Salfords. The search has limited amenity value as accessible countryside or formal recreation space.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	There is a band of land in Zone 2 / 3 along south eastern boundary
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	The search area experiences largely limited risk of surface water flooding.

Sequential testing commentary

Area primarily within Zone 1 where development can be accommodated without encroachment into flood zones 2 and 3

Flood risk conclusions

The search area is broadly of lower sensitivity with regards to flood risk; however, there are areas of higher sensitivity which should be avoided.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is likely to be Grade 4 agricultural
	Grade 3	No	
	Grade 4	Yes	
Formal recreation space		No	
Common land		Yes	Minor incursion of common land in south of search area
Aerodrome safeguarded land		No	But in close proximity to boundary of Redhill Aerodrome

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the search area adjoins the A23 to the west	
	Contaminated Land	Yes	Brickfield – this may not be contaminated but will need further assessment.
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	Salfords Stream runs east-west through the search area. There are no significant land level changes which would be likely to constrain development.		
Any other constraints or designations	None to note		

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	113ha (across search areas L & M)
Potential unconstrained land area	90.4ha
Indicative capacity (developable area ratio with density of 30-40dph)	1,750-2,350 (across search areas L & M)
Commentary:	

Accessibility mapping

	Name	Distance	Commentary
Town centre	Redhill	2.5km-4km	The search area lies outside of a 20 minute walking catchment to Redhill TC. The search area lies within a 15-20 minute drive from Redhill TC and good bus services exist
Local centre(s)	Salfords	400m-1.2km	Only the southern part of the search area is within a 10 minute walking catchment to Salfords local centre; the remainder falls outside.
Rail station(s)	Salfords	600-1.5km	The majority of the search area falls within a 20 minute walking catchment to Salfords station. The northermost part of the search area falls outside of walking catchment but is within a 10 minute drive and existing bus

			services are such that public transport would be feasible.
Nearest frequent bus route(s)	424	<600m	All of the search area is within a 10 minute walking catchment to a bus route with a significant proportion within 5 minutes
Describe bus service:	424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley)		
Nearest primary school(s)	Salfords	<1.2km	The whole of the search area falls within a 20 minute walking catchment to Salfords Primary and the vast majority is within 10 minutes.
Nearest secondary school(s)	Reigate School	2.5km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The search area also falls outside of a 10 minute drive catchment to Reigate School. However, there is an existing bus service which provides access to the school in 15-20 minutes
Nearest GP(s)	Redhill	2-3km	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The northern part of the search area is within a 10-15 minute drive to the nearest practice and public transport would be feasible given existing routes
Nearest employment area	Redhill Salfords	<1.5km	The majority of the search area falls within a 20 minute walking catchment to local employment opportunities in Salfords and the southern part falls within 10 minutes. The search area could also access employment opportunities in Redhill in 10 minutes by bus
Any accessibility and connectivity issues/concerns?			
Accessibility and transport conclusions			
The search area generally has a reasonable degree of accessibility to many of the local services and facilities set out above; however the eastern part of the search area is generally of lower accessibility.			
Proximity to the strategic road network and bus services along this corridor enhances the accessibility of the search area.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	The A23 corridor runs through the south-westerly part of the search area. The search area is in reasonable proximity to Salfords Station

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes - sporadic agricultural buildings – no notable areas of PDL on a significant scale.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	The railway line creates a boundary running north-south and coupled with the A23 creates a distinct parcel. On the eastern side of the railway, roads to the east (Masons Bridge Road) and south (Honeycrook Lane) would represent defensible boundaries. A stream running through the search area could also be used as a boundary
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the search area lies in the gap between south Earlswood and Salfords. The south-westerly part of the search area (between the railway line and A23) is particularly sensitive in this respect as it is a narrow but open gap.
Does the Area of Search play a role in the setting and special character of a historic town?	No.

Strategic Green Belt conclusions

The search area is broadly undeveloped and thus the countryside in the area has a high degree of visual openness. There are boundaries within the search area which create distinct and robust parcels. The search area has a degree of sensitivity with regards to maintaining the locally important gap between South Earlswood and Salfords; however, the degree of sensitivity as a settlement break is very high in the very south-west of the search area.

Overall summary of sensitivity

Landscape: Generally medium to high sensitivity across the search area

Heritage: Generally low sensitivity across the search area

Biodiversity and green infrastructure: Generally low sensitivity across the search area with localised higher sensitivity in north and south-west of the search area

Flood risk: Broadly low sensitivity; however there is a band of higher sensitivity running east-west through the search area

Other constraints: No significant constraints

Accessibility: Reasonable level of accessibility to local services; less so in the very east of the search area. Reasonably well served by local public transport routes

Strategic fit: Does not adjoin main town but reasonably well located in relation to strategic A23 corridor and reasonable access to rail network

Strategic green belt: Broadly of some sensitivity as a local separator with particularly high sensitivity in the south-west

Area of Search N: West of Salfords

Landscape mapping

Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. The majority of the area around Salfords was specifically as being sensitive to change, particularly around the A23 corridor. **Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.**

Landscape Conclusions

The search area is not subject to any landscape designations. The LTCA concluded the area to have medium to high landscape sensitivity and there is no evidence to deviate from this conclusion.

Heritage mapping

Heritage assets	LB(s)	Yes	There are a small number of locally listed and a single statutory listed (Grade II) building within the search area
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	One are of high archaeological potential overlapping with HPG
	Historic Park or Garden	Yes	Horley Lodge HPG within search area
	Other	No	

Historic landscape classification

The search area broadly comprises medium to large regular and ladder field patterns with some areas of 'prairie' fields. The search area also includes scattered settlement with large paddocks

Heritage conclusions

Overall the search area is subject to few heritage constraints/designations and is therefore of lower sensitivity in this regard. However, there may be some degree of sensitivity in and around the Historic Park and Garden.

Biodiveristy and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	No	
	SNCI	No	
	RIG(s)	No	
	BOA	Yes	Only in respect of the River Mole BOA.
	Other	No	

Countryside accessibility

With the exception of one route which cuts east-west through the north of the search area, the network of PROWs in the search area is limited.

Green infrastructure considerations

There are no main GI issues with development in this area. There is an opportunity to improve footpaths to the river corridor and countryside to the west.

Nature conservation/biodiversity conclusions

The search area is subject to few nature conservation/biodiversity designations or constraints of note and overall is of lower sensitivity in this regard.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	There is an area of higher flood risk in the southernmost part of the search area and the northern part of the search area. The remainder is at low risk of fluvial flooding
	Flood Zone 3a		
	Flood Zone 2		
	Area at risk of surface water flooding	No	The search area is at low risk of surface water flooding with the exception of the area which experiences fluvial flood risk.

Sequential testing commentary

Band of Zone 2 /3 at northern and southern ends

Area primarily within Zone 1 where development can be accommodated without encroachment into flood zones 2 and 3

Flood risk conclusions

The search area is generally of lower sensitivity with regards to flood risk; however, there are some areas of higher sensitivity which should be avoided.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is likely to be predominantly Grade 4; however, some land in the north and east of the area may be Grade 3
	Grade 3	Yes	
	Grade 4	Yes	
Formal recreation space		No	
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the search area adjoins the A23 in the east.	
	Contaminated Land	Yes	Brickfield and former research laboratory (now demolished) adjoins the search area.
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	There are no significant land level changes across the search area There are a large number of field ditches across the search area linking into the River Mole/Burstow Stream
Any other constraints or designations	None to note

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	None
Potential unconstrained land area	None
Indicative capacity (developable area ratio with density of 30-40dph)	None

Commentary:

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Horley	2km-4km	The search area lies outside of a 20 minute walking catchment to Horley TC. The search area is within a 10-20 minute drive from Horley and there are good bus services (notably Fastway) serving this route.
Local centre(s)	Salfords	600m+	The northern tip of the search area falls within a 10 minute walking catchment to Salfords local centre; however, the majority is outside of this catchment.
Rail station(s)	Salfords	<1200m	The vast majority of the search area is within a 20 minute walk time to Salfords rail station with the exception of a small part in the very south of the search area
Nearest frequent bus route(s)	100 400 424	<800m	The vast majority of the search area falls within a 10 minute walking catchment to a number of bus routes
Describe bus service:	100: Thrice hourly from Redhill to Maidenbower (via Horley) 400: Hourly from Caterham to East Grinstead 424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley)		
Nearest primary school(s)	Salfords Meath Green	1km-2km	The southernmost parts of the search area fall within a 20 minute walking distance to Meath Green School in Horley, whilst the northern tip falls within a 20 minute walk to Salfords Primary. However, the remainder of the search area falls within a 10-15 minute driving catchment of schools in Horley or Salfords
Nearest secondary school(s)	Oakwood Reigate School	2km-3km	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The southern part of the search area falls within a 10 minute drive to Oakwood School and current bus services mean that public transport may be feasible. The northern part of the search area is outside of a 10 minute drive to a secondary school.
Nearest GP(s)	Horley	2-3km	The search area falls outside of a 20 minute walking catchment to the nearest GP practice. The southern part of the search area could access a GP surgery in Horley within 10-15 minutes by bus
Nearest employment area	Salfords Perrywood	<800m	The vast majority of the search area falls within a 10 minute walking catchment to employment opportunities in Salfords. The search area could access employment opportunities in Redhill/Horley in 10-15 minutes by bus.

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

The search area has a reasonable degree of accessibility to the local services listed above; however, accessibility to local school places is relatively low.
However, the search area benefits from its proximity to the A23 corridor and Fastway which provides a regular bus route into both Horley and Redhill, increasing the accessibility of this area. It may also benefit from planned improvements as part of the North East and North West Sector new neighbourhoods.

Strategic fit and principles of sustainable development

Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	The search area runs alongside the A23 corridor. It is close to Salfords station, although the station is not within or adjacent to search area.

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so,	There is a distinct pocket of PDL fronting the A23 mainly in commercial/storage use.
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describe nature and extent.	Otherwise, there is very little/no PDL of note in the rest of the area.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	There is a belt of trees running north-south through part of the centre of the search area; however, its intermittence means that it may not be a particularly defensible western boundary. The road further west could act as a strong boundary; however, this would represent a significant move of the GB boundary
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the search area falls within the local gap between Salfords and Horley with the southern parts most sensitive to maintaining this separation
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The search area has a high degree of openness owing to very limited development save for some sporadic PDL along the A23 corridor. There are few consistently robust boundaries in the search area which could act as a Green Belt boundary. The search area forms part of the locally important gap between Salfords and Horley and is sensitive with regards to maintaining separation between the two settlements, particularly in the south of the search area	

Overall summary of sensitivity
<p>Landscape: Generally medium to high sensitivity across the search area</p> <p>Heritage: Generally low sensitivity; however, specific localised higher sensitivity around the HPG</p> <p>Biodiversity and green infrastructure: Generally low sensitivity across the search area</p> <p>Flood risk: Generally low sensitivity across the search area with localised areas of higher sensitivity which could be avoided</p> <p>Other constraints: No significant constraints</p> <p>Accessibility: Reasonable level of accessibility to local service and reasonably well served by local public transport routes.</p> <p>Strategic fit: Does not adjoin main town but reasonably well located in relation to strategic A23 corridor.</p> <p>Strategic Green Belt: Broadly of some sensitivity as a local separator with particularly high sensitivity in the south</p>

Area of Search O: North West Horley

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.

The area to the North of Horley was specifically identified as graduating rapidly from urban to rural with generally visually monotonous farmland landscape. The area in and around the allocated North West Sector is judged to have medium to low sensitivity.

On this basis, the landscape in the search area can be judged to have a low to medium sensitivity to change.

Landscape Conclusions

The search area is not subject to any landscape designations. There are some sensitive views into the landscape surrounding Horley when approaching from the north. The LTCA concludes the area to be of low to medium landscape sensitivity and there is no evidence to deviate from this.

Heritage mapping			
Heritage assets	LB(s)	Yes	Small number of statutory Grade II listed buildings within the search area.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	One area of high archaeological potential in the west of the search area
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The search area is largely classified as semi-regular fields of varied size and large 'prairie' fields. The search area also includes areas of scattered settlement with paddocks.

Heritage conclusions

Overall the search area is subject to few heritage constraints/designations and is therefore of lower sensitivity in this regard (with the exception of localised sensitivity around specific interest features)

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	One area of AW in the centre of the search area
	SNCI	Yes	Bolters Wood SNCI corresponds with the AW above
	RIG(s)	No	
	BOA	Yes	River Mole BOA runs through search area
	Other	Yes	Large proportion of the search area is proposed Riverside Green Chain

Countryside accessibility

An east-west PROW route runs through the search area, primarily along the edge of the urban area. There is a PROW running north-south through the west of the search area.

Green infrastructure considerations

There is a deficit of parks and open spaces in Horley which is being addressed by the Riverside Green Chain, but more development will add to the pressure on this recreation space. Views on entering Horley from the north should be considered.

Nature conservation/biodiversity conclusions			
The search area is subject to few nature conservation designations and is of generally lower sensitivity in this regard. However, the River Mole (and associated BOA) runs through the search area. The majority of land within it is proposed Riverside Green Chain and thus the search area has a high degree of amenity value as accessible countryside.			

Flood risk mapping				
Flood risk	Flood Zone 3b	Yes	There is an extensive band of land within Zone 2 / 3 through centre of area corresponding with the watercourse	
	Flood Zone 3a	Yes		
	Flood Zone 2	Yes		
	Area at risk of surface water flooding	Yes	The search area experiences an intermediate/high risk of surface water flooding, largely corresponding with the areas at risk of fluvial flooding	

Sequential testing commentary			
Area containing significant amounts of land within Zones 2 and 3			
Flood risk conclusions			
The search area is broadly of higher sensitivity with regards to flood risk; however, there are some limited areas of lower sensitivity close to the urban area/land allocated for the North West Sector.			

Other constraints/considerations				
Land use and protection				
Agricultural land classification	Grade 2	No	Land within the search area is likely to be Grade 4. It is possible that some land to the very western extent of the search area may be Grade 3	
	Grade 3	No		
	Grade 4	Yes		
Formal recreation space		No	Riverside Green Chain proposed as part of the North West Sector	
Common land		No		
Aerodrome safeguarded land		No		
Environmental health and amenity				
Pollution/contamination	Noise/AQ	No significant concerns regarding noise pollution. Possible localised issue where the search area adjoins the A23 to the east		
	Contaminated Land	No		
	Other comments			
Physical and topographical features				
Are there any topographical features that could limit development potential?		Burstow Stream runs east-west through the search area There is no notable change in land levels across the search area.		
Any other constraints or designations		Oil pipeline runs east-west through the centre of the search area Majority of search are proposed as riverside green chain		

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	11ha
Potential unconstrained land area	8.4ha
Indicative capacity (developable area ratio with density of 30-40dph)	200-280
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Horley	1.2km-2.5km	The search area lies outside of a 20 minute walking catchment to Horley TC. The search area is within a 10-20 minute drive from Horley and existing bus services (notably Fastway/Horley Town Bus) mean that public transport would be feasible.
Local centre(s)	Horley	600m+	The search are falls outside of a 10 minute walking catchment to the nearest local centre. A local centre is planned as part of the Horley North West Sector

			development which would significantly improve accessibility
Rail station(s)	Salfords Horley	1.5km+	The search area falls outside of a 20 minute walking time to the nearest rail station in Salfords. The majority of the search area is within 10-15 minutes drive to a rail station and existing bus services mean that public transport would be feasible.
Nearest frequent bus route(s)	123 100 400 424	<800m	The majority of the search area falls within a 10 minute walking catchment to a number of bus routes
Describe bus service:	100: Thrice hourly from Redhill to Maidenbower (via Horley) 123: Irregular Horley Town Bus (circular) 400: Hourly from Caterham to East Grinstead 424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley)		
Nearest primary school(s)	Meath Green	600m- 1200m	The search area falls within a 20 minute walking catchment to Meath Green Infant/Junior schools, with a significant proportion falling within 10 minutes walk. Additional primary school provision is planned as part of the North West Sector development which will further improve accessibility
Nearest secondary school(s)	Oakwood	1.2km- 3km	The search area falls outside of a 20 minute walk catchment to the nearest secondary school. The majority of the search area falls within a 10-15 minute drive and existing bus services mean that public transport would be feasible
Nearest GP(s)	Horley	1.2km- 2km	The majority of the search area falls outside of a 20 minute walking catchment to the nearest GP. The search area is comfortably within a 10-15 minute drive and existing bus services mean that public transport would be feasible. A new GP surgery is planned as part of the North West Sector development which will improve accessibility in this area in the long term.
Nearest employment area	Salfords Horley Balcombe Road Industrial Area	<1.5km	The vast majority of the search area falls within a 20 minute walking catchment to local employment opportunities in Salfords and Balcombe Road Industrial Area. The search area could access employment opportunities in Horley TC or Gatwick Airport in 10-15 minutes by bus
Any accessibility and connectivity issues/concerns?			
Accessibility and transport conclusions			
The search area generally has a reasonable degree of accessibility to the key local services and facilities; particularly the more eastern parts closer to the A23. Further infrastructure provision and road/transport improvements planned as part of the North West Sector neighbourhood will further improve accessibility of the search area. The search area is also reasonably well served by local bus routes and Fastway which connects regularly to further afield.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Horley
How is the Area of Search located in relation to main transport corridors?	The easterly part of the search area is transected by the A23 corridor The A217 runs north-south to the west of the search area, linkage to this corridor is proposed as part of the North West Sector

Strategic Green Belt principles (NB: Rural Surrounds of Horley but GB principles applied)	
Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a hotel and estate of park homes which create a distinct area of PDL. The remainder of the search area consists of sporadic agricultural and low density residential development and there is no large scale PDL of note.
Does the Area of Search include readily recognisable physical	Meath Green Lane runs north-south and a river runs east-west. The river represents the most physically recognisable and potentially robust boundary.

features, likely to be permanent which could act as a boundary? If so describe nature and location.	The A23 acts could act as a boundary to the east.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the search area falls within the gap between Salfords and Horley. The easterly part plays a more sensitive and important role in this gap, particularly the part to the east of the A23.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The western part of the search area is largely undeveloped and the countryside is very open; however, the backdrop of this may change when the North West Sector is developed. The eastern part of the search area has a higher degree of development and is more interrupted. There are a number of physically robust boundaries, not least the River Mole which acts as the brake on the northern sprawl of Horley. The search area falls in the gap between Salfords and Horley and generally has some limited sensitivity in this respect; however, the eastern part of the search area around the A23 has a higher degree of sensitivity, particularly in maintaining the visual separation of these settlements as perceived from the A23 corridor.	

Overall summary of sensitivity
<p>Landscape: Generally low to medium sensitivity across the search area</p> <p>Heritage: Generally low sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Generally low sensitivity across the search area</p> <p>Flood risk: Broadly high sensitivity with limited areas of lower sensitivity in the south of the search area</p> <p>Other constraints: Significant proportion proposed as Riverside Green Chain</p> <p>Accessibility: Reasonable level of accessibility to local services; likely to improve further as a result of NWS development and reasonably well served by local public transport routes.</p> <p>Strategic fit: Adjoins Horley and reasonably well located in relation to strategic A23 corridor. Access to rail network is more limited</p> <p>Strategic Green Belt: The search area is within the rural surrounds of Horley (not Green Belt) but generally has some limited sensitivity as a local separator; however, which rises to very high sensitivity in the easternmost parts near the A23.</p>

Area of Search P: South of Horley

Landscape mapping			
Landscape designations	AONB	No	The southern parts of the search area adjoining the M23 are covered by the Gatwick Open Setting designation
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	Yes	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
The search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change. However, the area to the South of Horley was specifically identified as having an interrupted landscape with the associated visual and noise impacts of transport infrastructure leading to a low sensitivity to change. The East of Horley was assessed as having an interested graduated, if occasionally untidy fringe with generally medium to high sensitivity to change but with localised areas of low sensitivity.			
Landscape Conclusions			
The search area has a mixed landscape, which in the south is highly interrupted and in the east has a fringe which graduates from urban to rural. The southern part of the search area forms part of the Gatwick Open Setting and plays a part in maintaining a landscape buffer to Gatwick airport beyond. Due to the Gatwick Open Setting and development along the main transport corridor, the southern part of the search area is considered to have low to medium landscape sensitivity. The eastern part has medium sensitivity which increases further from the urban area.			

Heritage mapping			
Heritage assets	LB(s)	Yes	There are a small number of locally and statutory listed (Grade II) buildings scattered throughout the search area and within the adjoining urban area
	CA(s)	No	
	SAM(s)	Yes	There is one SAM on the eastern edge of the search area
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is largely classified as large regular field pattern and some areas of ‘prairie’ fields. The search area also includes areas of scattered settlement with paddocks as well as regenerated and plantation woodland.			
Heritage conclusions			
Overall the search area is subject to few heritage constraints/designations and is therefore of lower sensitivity in this regard. However, there is a degree of localised sensitivity in and around the SAM in the east of the search area.			

Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure highly unlikely
	SSSI	No	
	LNR	No	
	AW	No	Potential SNCI on the eastern edge of the search area.
	SNCI	Yes	
	RIG(s)	No	
	BOA	Yes	Parts of the search area in the east fall within the River Mole BOA.
Other	No		
Countryside accessibility			
There is a network of PROW routes covering a large proportion of the search area, particularly in the eastern part and linking into the wider countryside around Horley. There is a single east-west route in the western part of the search area.			

Green infrastructure considerations
The GI in this area has an important role in flood attenuation. From a connectivity and open space perspective there are no major issues with development in this area.
Nature conservation/biodiversity conclusions
The search area is subject to few nature conservation designations and is of generally lower sensitivity in this regard.

Flood risk mapping				
Flood risk	Flood Zone 3b	Yes	North eastern section largely within Zone 2 /3 and also large area of north western section in Zone 2. Section in the south of the search area in Zone 1.	
	Flood Zone 3a	Yes		
	Flood Zone 2	Yes		
	Area at risk of surface water flooding	Yes	The search area experiences an intermediate/high risk of surface water flooding, largely corresponding with the areas at risk of fluvial flooding. The remainder is generally not subject to surface water flooding risk, save for some localised areas of low risk.	

Sequential testing commentary
Area containing significant amounts of land within Zones 2 and 3
Flood risk conclusions
The search area is generally of higher sensitivity with regards to flood risk; however, there are limited areas where sensitivity is lower.

Other constraints/considerations				
Land use and protection				
Agricultural land classification	Grade 2	No	Land within the east of search area is likely to fall within either Grade 3 or Grade 4. The western part of the search area is most likely to be Grade 4.	
	Grade 3	Yes		
	Grade 4	Yes		
Formal recreation space		Yes	Land in the northern part of the search area has been identified as having potential for a town park.	
Common land		No		
Aerodrome safeguarded land		Yes	Gatwick Airport	
Environmental health and amenity				
Pollution/contamination	Noise/AQ	The southern part of the search area may be subject to noise/air pollution associated with the M23/A23. The southern part of the search area also falls within the noise contour for Gatwick airport		
	Contaminated Land	No		
	Other comments			
Physical and topographical features				
Are there any topographical features that could limit development potential?		Burstow Stream runs north-south through the search area There are no land level changes across the search area that would limit development potential		
Any other constraints or designations		None to note		

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	15.3ha
Potential unconstrained land area	11.9ha
Indicative capacity (developable area ratio with density of 30-40dph)	290-380
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Horley	600m-1.5km	The vast majority of the search area falls within a 20 minute walking catchment to Horley TC and parts are within a 10 minute walk. The south east of the search area close to the M23 falls outside a 20 minute walk but could reach the TC in 10 minute drive
Local centre(s)	Not relevant as Horley TC is closer than the nearest local centre		
Rail station(s)	Horley	<1.5km	The vast majority of the search area falls within a 20 minute

			walking catchment to Horley station and parts are within a 10 minute walk. The south east of the search area close to the M23 falls outside a 20 minute walk but could reach the station in 10 minute drive
Nearest frequent bus route(s)	20 123 424 526/527	<800m	The majority of the search area falls within a 10 minute walking catchment to a number of bus routes
Describe bus service:	20:Thrice hourly service from Broadfield to Gatwick (via Horley) 123: Irregular Horley Town Bus (circular) 424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley) 526/527: Half hourly circular service from Redhill to Horley		
Nearest primary school(s)	Langshott Infant	600m-2km	The northern half of the search area falls within a 20 minute walking catchment of the nearest primary school and the northern tip is within a 10 minute walk. The southern half of the search area falls outside a reasonable walking catchment but within a 10-15 minute drive; however, car transport would be likely due to the lack of suitable bus services
Nearest secondary school(s)	Oakwood	600m-1.5km	The majority of the search area falls within a 20 minute walking distance to Oakwood school, with only the southernmost parts close to the M23 falling outside a reasonable walk
Nearest GP(s)	Horley	1-2km	A small part in the west and north-east of the search area falls within 20 minutes walking distance to the nearest GP. The remainder of the search area is within 10 minutes drive
Nearest employment area	Horley Balcombe Road Industrial Area ASBs Gatwick	<1.2km	The vast majority of the search area falls within a 20 minute walking catchment to local employment opportunities in Balcombe Road Industrial Area, small business areas in Horley and the town centre itself Potential employment opportunities in Gatwick airport are also accessible to the town centre

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

Due to its proximity to the centre of Horley, the search area generally benefits from a reasonably good degree of accessibility to many of the local services and facilities listed above; however, accessibility does decline slightly for some of the more southerly and easterly parts of the search area.

The search area is in reasonable proximity to a number of regular bus routes in and around Horley which further enhances accessibility. Similarly, access to the strategic road network A23/M23 is also good.

Strategic fit and principles of sustainable development

Does the Area of Search adjoin one of the four main towns in the borough?	Yes – adjoins the southern edge of Horley
How is the Area of Search located in relation to main transport corridors?	The search area is close to the M23 and benefits from direct access to the M23 spur to Gatwick The B2036 runs through the search area and if followed northerly connects to A23 corridor. Rail access is good with Horley station in relatively close proximity Gatwick airport adjoins the southern extent of the search area

Strategic Green Belt principles (NB: Rural Surrounds of Horley but GB principles applied)

Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – immediately to the east of Balcombe road there is a reasonable coverage of PDL, some in residential use but some in commercial/storage/industrial uses. There is also an area of derelict land. The remainder of the east of the search area has sporadic residential/agricultural and the west is largely undeveloped.
Does the Area of Search include readily recognisable physical features, likely to be permanent	The western part of the search area has well defined physical boundaries (Balcombe Road north-south/M23 east-west). On the eastern side of the search area there are a number of relatively well

which could act as a boundary? If so describe nature and location.	defined belts of trees in the north running east-west and north-south and in the south running NW-SE. In the centre of the search area there is a residential road running east-west. There is a stream in the northern section running north-south.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	Yes – particularly in the south of the search area the rural surrounds of Horley plays a role in maintaining separation between Horley and Gatwick (BLP designation - Gatwick airport open setting is in the southern part of the area).
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – potentially the eastern part of the search area contributes to the gap between Horley and Smallfield but given size of gap not particularly sensitive
Does the Area of Search play a role in the setting and special character of a historic town?	No.

Strategic Green Belt conclusions

The search area has some areas of quite notable development which give rise to a more interrupted landscape; however, there is a generally reasonable degree of openness. The southern part of the search area forms part of the strategic gap between Horley and Gatwick airport and is of high sensitivity with regards to maintaining this separation, particularly the part which falls within the Gatwick Open Setting designation. The part of the search area to the east of Horley forms part of the gap between Horley and Smallfield and has some degree of sensitivity in maintaining the open gap between these two settlements and preventing development right up to the M23.

Overall summary of sensitivity

Landscape: Low sensitivity in the south, broadly medium sensitivity to the east of Horley

Heritage: Generally low sensitivity; however, specific localised higher sensitivity in the east

Biodiversity and green infrastructure: Generally low sensitivity across the search area

Flood risk: Broadly high sensitivity with limited areas of lower sensitivity in the south/south-west of the search area

Other constraints: Noise and air pollution constraints due to proximity to M23/A23 and Gatwick airport affecting the southernmost parts of the search area

Accessibility: Generally good level of accessibility to local service and reasonably well served by local public transport routes.

Strategic fit: Adjoins Horley and has good access to M23/A23 as well as Gatwick airport. Good access to rail network.

Strategic Green Belt: The search area is within the rural surrounds of Horley (not Green Belt) but the southernmost parts have high sensitivity as a strategic separator (particularly Gatwick Open Setting), east has some sensitivity as a separator to Smallfield

Area of Search Q: West of Tadworth

Landscape mapping			
Landscape designations	AONB	No	The search area is within part of the Area of Great Landscape Value judged to have some shared characteristics to the AONB.
	Green AGLV	No	
	Amber AGLV	Yes	
	Red AGLV	No	
	Gatwick Open Setting	No	The search area falls within the recommended evaluation area for the AONB review.
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The search area falls within Area A4 of the LTCA. This area was viewed as having a diverse landscape with strong integration between the urban and rural fringe areas. The degree of manicured countryside was also noted within the area as was the prominent heathland at Walton Heath. It was noted that the AGLV around Tadworth shares some characteristics with the AONB. Overall the landscape within this area was judged to have a high sensitivity to change.</p>			
Landscape Conclusions			
The search area falls within the area of AGLV with some shared characteristics with the AONB. Proximity to Epsom Downs and its setting also gives rise to a specific landscape sensitivity. The LTCA assessed the area as having a high landscape sensitivity and there is no evidence to deviate from this conclusion.			

Heritage mapping			
Heritage assets	LB(s)	No	With the exception of a listed coal tax post in the adjoining urban area, there are no instances of listed buildings to note within or adjoining the search area
	CA(s)	No	
	SAM(s)	Yes	One large SAM in the north of the search area along Epsom Lane North
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The southernmost part of the search area is classified as land used for equine purposes and paddocks. The search area also has areas of regular assart fields and in the northernmost part an area of 'prairie' fields. The search area adjoins chalk grassland associated with Epsom Downs.			
Heritage conclusions			
The southern part of the search area is subject to few or no heritage constraints and has limited sensitivity in this regard. Due to the presence of the SAM in the northern part of the search area, this part experiences a higher degree of localised sensitivity.			

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to the SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There are some areas of AW to the west of the search area.
	SNCI	Yes	Downs View Wood SNCI lies to the west of the search area.
	RIG(s)	No	
	BOA	Yes	The entirety of the search area falls within the North Downs (ND04) BOA.
	Other	No	
Countryside accessibility			
Limited number of north-south routes mainly running along the edge of the search area with little penetration into the wider countryside			

Green infrastructure considerations			
The northern part of the search area is in a major area of wildlife connectivity; in terms of connectivity the southern part of the search area is less significant.			
Nature conservation/biodiversity conclusions			
The search area is subject to few nature conservation/biodiversity designations, although there are some interest features adjoining it. The whole of the search area falls within the North Downs BOA which introduces a medium degree of sensitivity and the northern part of the search area plays a valuable role in biodiversity connectivity with Walton Downs and Banstead Downs. The search area has relatively limited amenity value as accessible countryside.			

Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited risk of surface water flooding across the search area. Some localised channels may experience intermediate risk
Sequential testing commentary			
Search area wholly within Flood Zone 1			
Flood risk conclusions			
The search area is of low sensitivity with regards to flood risk.			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	Land in the northern part of the search area is non-agricultural. The southern part of the search area is likely to fall within Grade 3.
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		No	
Common land		No	
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ	No noise/air pollution concerns	
	Contaminated Land	Yes	Minor chalk pit in the southern part of the search area.
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		There is a relatively notable rise in land levels from north to south across the southern part of the search area	
Any other constraints or designations		Oil pipeline runs east-west through the north of the search area	

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	None
Potential unconstrained land area	None
Indicative capacity (developable area ratio with density of 30-40dph)	None
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Epsom	2-3km	The search area is in excess of a 20 minute walking catchment to the town centre The search area could access the town centre within 15-20 minutes by bus
Local centre(s)	Tattenham Shelvers Tadworth		
Rail station(s)	Tadworth Epsom Downs	<1200m	The majority of the southern part of the search area is within 20 minutes walking catchment to either Tadworth or Epsom Downs stations

Nearest frequent bus route(s)	420/460	600m+	The majority of the search area is outside of a 10 minute walk of the 420/460 bus route with the exception of a small area in the east of the search area
Describe bus service:	460: Hourly service from Redhill to Epsom 420: Hourly service from Redhill to Sutton		
Nearest primary school(s)	Epsom Downs Walton	1-2km	The northern part of the search area falls within a 20 minute walking catchment to Epsom Downs Primary. The southernmost tip is within a 20 minute walking catchment to Walton on the Hill Primary. The central part of the search area falls outside of a 20 minute walk to a primary school and given bus provision would likely necessitate car transport
Nearest secondary school(s)	Beacon	2km+	The search area falls outside of a 20 minute walk to the nearest secondary school. Given the distance to the nearest bus route, it is likely that secondary school access would necessitate driving (10-15 minutes)
Nearest GP(s)	Tadworth Tattenhams	<1.5km	The majority of the search area falls within a 20 minute walking catchment to two local GP surgeries and a significant proportion is within 10 minutes walk
Nearest employment area	Pitwood Park Epsom	<1.2km	The search area falls within a 20 minute walking catchment to local employment opportunities at Pitwood Park. The search area could also access employment opportunities in neighbouring Epsom TC in 15-20 minutes by bus

Any accessibility and connectivity issues/concerns?

Existing road access to the site is via narrow lanes and would need significant improvement to support large scale development

Accessibility and transport conclusions

The search area generally has a low degree of accessibility to many of the local services and facilities. The area is not well served by public transport routes and at any rate the vast majority of the search area falls outside of a reasonable walking catchment to these routes. Access to the strategic road network is also indirect. Given proximity to the borough boundary and existing public transport routes, it is possible that development in the search area may look outwards for services in the adjoining borough of Epsom and Ewell, particularly in Epsom TC.

Strategic fit and principles of sustainable development

Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	The search area is not on a transport corridor, nor has good access onto a major transport route. Tattenham and Tadworth rail stations are near to the search area but this is not a major rail route

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	No - with the exception of the occasional agricultural/equestrian building the land is totally undeveloped.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Ebbisham Lane runs north-south and provides a western boundary – however, its prominence decreases further north. Motts Hill Lane runs east-west along the southern extent of the search area. There are some intermittent belts of trees which could be used as boundaries. The northern part of the search area has few potential strong boundaries.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – to a limited extent between Langley Vale and the settlement of Tadworth; however the separation distance is significant.
Does the Area of Search play a	No.

role in the setting and special character of a historic town?	
Strategic Green Belt conclusions	
There is little development within the search area and the countryside has a high degree of openness. There are strong features in the search area which could be used as boundaries to form a distinct parcel. The search area forms part of the gap between Tadworth and Langley Vale; however, it has limited sensitivity due to the scale of separation	

Overall summary of sensitivity
<p>Landscape: Generally high sensitivity across the search area</p> <p>Heritage: Low sensitivity in the south of the search area with higher sensitivity in the northern part</p> <p>Biodiversity and green infrastructure: Generally low sensitivity across the search area</p> <p>Flood risk: Low sensitivity across the search area</p> <p>Other constraints: Some topographical constraints but unlikely to significantly limit development</p> <p>Accessibility: Relatively poor level of accessibility to local services and not well served by local public transport routes</p> <p>Strategic fit: Does not adjoin major town and poorly located in relation to strategic road and rail network</p> <p>Strategic Green Belt: Generally has some limited sensitivity as a local separator with settlements in the west</p>

Area of Search R: Walton on the Hill

Landscape mapping			
Landscape designations	AONB	Yes	The search area is within the Area of Great Landscape Value judged to have some shared characteristics to the AONB.
	Green AGLV	No	
	Amber AGLV	Yes	
	Red AGLV	No	The search area is relatively close to the AONB in the south; although the M25 separates the two. The search area falls within the recommended evaluation area for the AONB review.
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area falls within Area A4 of the LTCA. This area was viewed as having a diverse landscape with strong integration between the urban and rural fringe areas. The degree of manicured countryside was also noted within the area as was the prominent heathland at Walton Heath. It was noted that the AGLV around Walton on the Hill shares some characteristics with the AONB, and that the Conservation Area forms the urban-rural boundary in Walton on the Hill. **Overall the landscape within this area was judged to have a high sensitivity to change.**

Landscape Conclusions

The search area is within the area of AGLV identified as having some shared characteristics with the AONB and the southern part of the search area is close to the AONB, thus its setting may be sensitive. The LTCA identifies that the area within which the search area falls as having generally high landscape sensitivity.

Heritage mapping			
Heritage assets	LB(s)	Yes	A number of locally and statutory listed buildings in and around Walton Manor (which itself is Grade II*). There are also a number of locally listed buildings in the adjoining urban area.
	CA(s)	Yes	Adjoins the large Walton on the Hill CA to the east and the CA also extends partly into the search area around Walton Manor
	SAM(s)	Yes	One SAM located within the HPG and a further SAM in the northernmost part of the search area
	Area of Archaeological Potential	Yes	Two notable areas of high archaeological potential within the northern parts of the search area
	Historic Park or Garden	Yes	HPG at Walton Manor in the northern part of the search area adjoining the urban area.
	Other	No	

Historic landscape classification

The north of the search area is predominantly classified as land within equine/sporting use. In the south, there are areas of 'prairie' fields, an area of landscaped gardens running alongside the urban area and blocks of assarted and coppice woodland.

Heritage conclusions

The relationship with the adjoining conservation area of Walton on the Hill means that the majority of the search area experiences a degree of heritage sensitivity. Some localised parts of the search area have a particular sensitivity given the need to consider specific assets, particularly around the HPG and listed buildings at Walton Manor.

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Proximate – the south of the search area is close to the 800m buffer zone – recreational pressure could be possible
	SSSI	No	
	LNR	No	
	AW	Yes	There are several large areas of Ancient Woodland in and adjoining the search area
	SNCI	Yes	Sandhill Wood SNCI is within the search area The search area is also close to the Walton Heath SNCI
	RIG(s)	No	

	BOA	Yes	The northern part of the search area adjoins and partly overlaps the North Downs (ND04) BOA.
	Other	No	
Countryside accessibility			
The search area is traversed by a network of PROWs, connecting into Walton Heath in the east and into the wider countryside; including across the M25, to the west.			
Green infrastructure considerations			
There are patches of Ancient Woodland within the search area between which connectivity should be maintained. If development was to be planned in this area then land would need to be left undeveloped between each area of AW and the next.			
Nature conservation/biodiversity conclusions			
Given the extent of biodiversity and nature conservation features in and adjoining the search area, the search area is considered to have a higher degree of biodiversity sensitivity. The search area has medium amenity value, particularly with regards to provide access to the countryside.			

Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited risk of surface water flooding across the search area
Sequential testing commentary			
Search area wholly within Flood Zone 1			
Flood risk conclusions			
The search area is of lower sensitivity with regards to flood risk			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	Land within the search area predominantly falls within Grade 3, with some areas of non-agricultural land
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	There is a recreation ground to the south of Howard Close
Common land		No	
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ	Possible noise/air pollution concerns due to proximity to the M25 motorway; particularly within the more southerly part of the search area	
	Contaminated Land	No	The bottom clips the edge of a landfill site.
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		There is no significant change in land level across the southern part of the search area; however, there is a steep drop in land level approaching the M25 in the west. Land levels do change quite notably within a short area in the northernmost part of the search area which may impact upon development capacity in this location There are a number of areas of dense woodland within the search area	
Any other constraints or designations		None to note	

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	2.5ha
Potential unconstrained land area	2.3ha
Indicative capacity (developable area ratio with density of 30-40dph)	40-75
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Epsom Banstead	4km+	The search area is in excess of a 20 minute walking catchment to the town centre The search area is in excess of 20 minutes by bus to the nearest town centre
Local centre(s)	Tadworth Walton		
Rail station(s)	Tadworth	1-2km	The northern tip of the search area is just within a 20 minute walking catchment to the station, the vast majority is outside. The search area could access Tadworth station in 5-10 minutes drive and existing bus routes mean that public transport would be feasible
Nearest frequent bus route(s)	460	<800m	The majority of the search area (north in particular) is within 10 minutes walking catchment of the 460 bus route
Describe bus service:	460: Hourly route from Redhill to Epsom Downs		
Nearest primary school(s)	WotH	500m-2km	The majority of the search area falls within a 20 minute walking catchment to Walton on the Hill Primary, with some parts within a less than 10 minute walk. The south of the search area has lower accessibility to a primary school, falling outside the 20 minute but within a 10 minute drive (although the existing bus service does not service this southern tip)
Nearest secondary school(s)	Beacon RAA	4km+	The search area lies a significant driving distance from a secondary school. No public transport services provide access to a secondary school; driving would be a necessity
Nearest GP(s)	Tadworth	1.2km+	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The northern part of the search area could access a GP practice in 10-15 minutes by bus but the southern part falls outside even this catchment.
Nearest employment area	Pitwood Park	1.2km+	The search area falls outside of a 20 minute walking catchment to local employment locations. The northern part of the search area could access opportunities in Pitwood Park in 10-15 minutes by bus but the southern part falls outside even this catchment.
Any accessibility and connectivity issues/concerns?			
Poor access to strategic road network and existing access to the search area is reliant upon local roads which would likely need significant improvement to support large scale development.			
Accessibility and transport conclusions			
The search area is generally of very low accessibility, falling predominantly outside reasonable walking catchments to many of the key services and facilities. Public transport accessibility is also limited with the area served by an infrequent (hourly) bus route, meaning car transport is likely to be a necessity. Access to the strategic road network is also indirect. Given existing bus routes, it is possible that development within the search area may look towards services in the adjoining district of Epsom & Ewell, particularly at Epsom TC.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	Although M25 runs adjacent to the search area there is no access onto motorway in this area and no realistic prospect of achieving access. The B2220 and B2032 pass next to the area – these provide access onto the A217, although some distance away No train station within or adjacent to area

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	In the north of the search area there are some equestrian developments and a band of residential development/institutional use which together produce a cluster of PDL and an interrupted area of GB.

	Instances of PDL in the southern part of the search area are limited and sporadic, mainly associated with agricultural use.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	<p>In the north of the search area, Ebbisham Lane running north-south and acts as a strong physical boundary preventing eastern expansion and Motts Hill Lane runs east-west. There is also a block of dense woodland belt in the north-west.</p> <p>In the southern part of the search area, there is a block of dense woodland runs north-south down the western edge of the area and the M25 also acts as a western and southern boundary</p>
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – there is some openness between Walton and Tadworth, although this is interrupted.
Does the Area of Search play a role in the setting and special character of a historic town?	There is some value – the majority of Walton on the Hill is a conservation area and the GB within the search area does provide some backdrop/setting to it with a reasonable amount of intervisibility.
Strategic Green Belt conclusions	
<p>The northern part of the search area has a reasonable degree of development in the form of residential and equestrian which reduces the perception of visual openness in this part. Conversely, the southern part of the search area is largely undeveloped and has a higher degree of openness. There are numerous potential boundaries in the northern part of the search area, creating distinct parcels and potentially defensible Green Belt edge. The northern part of the search area forms part of the gap between Walton and Tadworth; however, this gap is largely interrupted and blurred and thus sensitivity is more limited. However, the openness of the search area does have some sensitivity with regards to intervisibility with the adjoining conservation area and as a setting/backdrop to it.</p>	

Overall summary of sensitivity
<p>Landscape: Generally high sensitivity across the search area</p> <p>Heritage: Broadly sensitive across the search area with localised very high sensitivity around the HPG.</p> <p>Biodiversity and green infrastructure: Generally high sensitivity across the search area</p> <p>Flood risk: Low sensitivity across the search area</p> <p>Other constraints: Topographical constraints in the north of the search area and noise and air pollution concerns in the south and west due to proximity to M25</p> <p>Accessibility: Relatively poor level of accessibility to local services and not well served by local public transport routes</p> <p>Strategic fit: Does not adjoin major town and poorly located in relation to strategic road and rail network</p> <p>Strategic Green Belt: The northern part of the area has some sensitivity as a local separator; however, this is limited due to the interrupted nature in the this part of the search area. The search area has some sensitivity as a setting and backdrop in heritage terms.</p>

Area of Search S: South of Banstead

Landscape mapping			
Landscape designations	AONB	No	The search area is within a part of the Area of Great Landscape Value judged to have some shared characteristics to the AONB.
	Green AGLV	No	
	Amber AGLV	Yes	
	Red AGLV	No	The search area falls within the recommended evaluation area for the AONB review
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The search area falls within Area A2 of the LTCA. The area was identified as being predominantly rural with a high value landscape of mixed good quality farmland and woodland with an undulating topography. Despite being surrounded by urban area, the assessment deemed the interior of the area to have remote qualities, partly due to the enclosure provided by the various elements of woodland. **Overall the search area was assessed as having high landscape sensitivity.**

Landscape Conclusions

The search area is designated AGLV and in the area recognised as having some shared characteristics with the AONB. The search area has a relationship with Chipstead Valley and has some sensitivity in terms of maintaining views and landscape character across this wider area. The LTCA assesses the area as having high landscape sensitivity and there is no evidence to deviate from this conclusion.

Heritage mapping			
Heritage assets	LB(s)	No	Small number of locally listed buildings within or adjoining the search area
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	Yes	There is a HPG in the urban area adjoining the southern part of the search area and a further HPG adjoining the north of the search area which partly extends into search area.
	Other	No	

Historic landscape classification

The search area mainly comprises regular field patterns of varying sizes with straight boundaries. There are several areas of assarted woodland within the search area

Heritage conclusions

Generally, there are few heritage constraints in or adjoining the search area. With the exception of some more localised consideration of the setting of specific assets, the search area is broadly of limited sensitivity in this respect.

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure unlikely
	SSSI	Yes	The search area is in close proximity to the Banstead Woods SSSI to the east
	LNR	No	
	AW	Yes	There are several areas of AW in the northern part of the search area and the AW of Banstead Wood adjoins in the east
	SNCI	Yes	Ruffet Wood Complex SNCI is in the northern part of the search area. Burgh Heath SNCI close to southern part of the search area.
	RIG(s)	No	
	BOA	Yes	The eastern half of the search area fall within the North Downs (ND05) BOA.
	Other	No	

Countryside accessibility
The search area is traversed by a comprehensive network of PROWs, both north-south and east-west; providing access to the wider countryside and linking into Banstead Downs.
Green infrastructure considerations
This area has been identified in the draft Green Infrastructure Strategy as an area with opportunities to improve connectivity for wildlife.
Nature conservation/biodiversity conclusions
The northern half of the search area is more sensitive with regards to biodiversity given the presence of numerous areas of Ancient Woodland, a designated SNCI and proximity to the Banstead Woods SSSI. The search area has high amenity value and provides highly accessible countryside close to the settlement of Banstead and has opportunities for further biodiversity connectivity given proximity to Banstead Downs. The majority of the north of the search area also falls within the North Downs BOA. The southern half of the search area are generally less sensitive in this regard.

Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	The search area experiences largely limited risk of surface water flooding; however, there are some specific areas in the north of the search area which may experience intermediate/high risk due to their topographical characteristics.
Sequential testing commentary			
Search area wholly within Flood Zone 1			
Flood risk conclusions			
The search area is of lower sensitivity with regards to flood risk.			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	Yes	Land within the search area is likely to fall within either Grade 2 or Grade 3, with the easternmost tip non-agricultural
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		No	
Common land		No	
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the search area adjoins the A217 to the west.	
	Contaminated Land	No	
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		Whilst there is a change in land levels across the search area, it occurs across a large area and is thus not particularly steep There are a number of blocks of dense woodland within the search area which may limit development potential	
Any other constraints or designations		HP Gas pipeline runs east-west through the centre of the search area	

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	6.5ha
Potential unconstrained land area	6.5ha
Indicative capacity (developable area ratio with density of 30-40dph)	175-230 (see below)
Commentary: It is worth noting that since the SHLAA was published, Knight Frank have made a larger submission (57ha) on behalf of the Banstead Estate which falls within this search area. Unconstrained 'developable' land area is considered to be around 28ha and thus indicative capacity could be 840-1,120 units.	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	1-2km	The northern tip of the search area falls just within a 20 minute walking catchment to the town centre but the majority is outside this catchment. The search area could access the town centre in 10-15 minutes by bus
Local centre(s)	Burgh Heath	500m	The southern part of the search area is within a 10 minute walking distance to the Burgh Heath local centre
Rail station(s)	Banstead Kingswood Tadworth	1-2km	The southernmost part of the search area falls within a 20 minute walking catchment to Kingswood Station; however, the majority is outside of this catchment. The search area could access Banstead or Tadworth stations in 15-20 minutes by bus
Nearest frequent bus route(s)	420 318	500-1km	The western half of the search area (closest to the A217) is within 10 minutes walking distance of the 420 or 318 bus routes. The eastern half of the search area is outside of the 10 minute walking catchment
Describe bus service:	420: Hourly route from Redhill to Sutton 318: Infrequent – Epsom to Burgh Heath circular		
Nearest primary school(s)	Multiple	1-2km	With the exception of the northernmost parts, the search area lies outside of a 20 minute walking catchment to the nearest primary school. The search area could access nearby primary schools within 10-15 minutes by bus
Nearest secondary school(s)	Beacon	500m-2km	The western parts of the search area closest to the A217 are within 10-20 minutes walking distance to the Beacon School. All of the search area is within 2km.
Nearest GP(s)	Banstead Tadworth	1.2km-2.5km	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The search area could access a GP surgery in 10-15 minutes drive; however, public transport is only likely to be feasible for the parts closest to the A217.
Nearest employment area	Banstead Pitwood Park	600m-2km	The northern part of the search area falls within a 20 minute walking catchment to local employment opportunities in Banstead The remainder of the search area is within a 10-15 minute drive of opportunities in either Banstead or Pitwood Park
Any accessibility and connectivity issues/concerns?			
Access to the search area through the residential area is likely to be limited and access off of the A217 would need very careful consideration.			
Accessibility and transport conclusions			
The search area generally has relatively low accessibility to local services. However, the search area benefits from bus routes along the A217 which do improve accessibility, particularly for these western parts of the search area.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	Yes - Banstead
How is the Area of Search located in relation to main transport corridors?	The A217 runs along the western edge of the search area. There is no train station within the search area, however Kingwood station can be accessed via Waterhouse Lane (from A217) (trains to East Croydon and London Bridge)

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – mainly sporadic single buildings (agricultural or residential); however, the school fronting the A217 in the west of the search area is a larger instance of PDL.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If	Holly Lane in the north is a strong physical features. Reads Rest Lane in the south is a recognisable feature, however, in part is a relatively narrow lane and its strength as a boundary would be affected.

so describe nature and location.	There area intermittent wooded areas within the search area which could act as boundaries.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the search area lies in the gap between the distinct settlements of Banstead and Kingswood.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The search area is largely undeveloped and the countryside has a very high degree of visual openness. The search area forms part of the gap between Banstead and Kingswood and is sensitive with regards to preventing these two distinct settlements from merging.	

Overall summary of sensitivity
<p>Landscape: Generally high sensitivity across the search area</p> <p>Heritage: Generally limited sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Broadly sensitive across the search area with higher sensitivity in the northern part</p> <p>Flood risk: Low sensitivity across the search area</p> <p>Other constraints: Only area of Grade 2 agricultural land in the borough</p> <p>Accessibility: Relatively low level of accessibility to local services; however, the western parts have reasonably good access to bus services.</p> <p>Strategic fit: Adjoins Banstead and well located in relation to A217 corridor. Rail access more limited</p> <p>Strategic Green Belt: Generally high sensitivity with regards to local settlement separation</p>

Area of Search T: North of Kingswood

Landscape mapping			
Landscape designations	AONB	No	The eastern part of the search area is largely in an Area of Great Landscape Value with some shared characteristics with the AONB; however, it is at the transition to the area which is deemed to have identical characteristics.
	Green AGLV	Yes	
	Amber AGLV	Yes	
	Red AGLV	No	The western part of the search area is not subject to any landscape designation The search area falls within the recommended evaluation area for the AONB review
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?

The south of the search area falls within Area A2 of the LTCA. The area was identified as being predominantly rural with a high value landscape of mixed good quality farmland and woodland with an undulating topography. Despite being surrounded by urban area, the assessment deemed the interior of the area to have remote qualities. **Overall the search area was assessed as having high landscape sensitivity.**

Landscape Conclusions

Given the conclusions of the LTCA and the extent of AGLV, the search area is of broadly high sensitivity with regards to landscape. However, the western part of the search area which is enclosed and not part of a wider landscape setting is of lower sensitivity.

Heritage mapping			
Heritage assets	LB(s)	Yes	Small number of locally listed buildings within or adjoining the search area. Single statutory listed coal tax post in east of search area.
	CA(s)	Yes	The search area is close to the Kingswood CA. With the exception of the small section which adjoins the CA, the relationship of the search area to the CA is mostly limited as it is separated from it by the railway line
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The search area comprises semi-regular/irregular fields of varying sizes as well as land used for sport as part of the L&G complex.

Heritage conclusions

Generally, there are few heritage constraints in or adjoining the search area. With the exception of some more localised consideration of the Conservation Area, the search area is broadly of limited sensitivity in this respect.

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure unlikely
	SSSI	Yes	The search area is in close proximity to the Banstead Woods SSSI to the east
	LNR	No	
	AW	Yes	There are some localised areas of AW in the east of the search area and the AW of Banstead Wood adjoins in the east
	SNCI	Yes	Search area close to Chiphouse Wood in the east and Burgh Heath/Walton Heath in the west
	RIG(s)	No	
	BOA	Yes	The eastern half of the search area beyond the L&G campus falls within the North Downs (ND05) BOA
	Other	No	

Countryside accessibility			
There are a number of north-south PROW routes running through the search area, particularly on the western side.			
Green infrastructure considerations			
Development on this area of search would have implications for wildlife connectivity and would need to be mitigated.			
Nature conservation/biodiversity conclusions			
The more western parts of search area have few designated biodiversity features and are generally of lower sensitivity in this regard. The eastern half of the search area has a greater degree of sensitivity due to the BOA and proximity to the Banstead Woods SSSI. The search area has medium amenity value, particularly as accessible countryside.			

Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	The search area experiences largely limited risk of surface water flooding.
Sequential testing commentary			
Search area wholly within Flood Zone 1			
Flood risk conclusions			
The search area is not sensitive in terms of Flood Risk.			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	Land in the east of the search area is likely to be Grade 3. Land in the west is non-agricultural
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	As part of Legal and General Complex
Common land		Yes	The western part of the search area overlaps with a stretch of common land
Aerodrome safeguarded land			
Environmental health and amenity			
Pollution/contamination	Noise/AQ	No significant concerns regarding noise pollution. Possible localised issue where the search area adjoins the A217 to the west.	
	Contaminated Land	No	
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?		In the western part of the search area, the land falls away steeply where it adjoins the railway line/urban area in the south. The western part of the search area is not subject to any significant topographical features likely to constrain development.	
Any other constraints or designations		Oil pipeline runs north-south through the western part of the search area	

Land availability and deliverability	
Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	4.9ha
Potential unconstrained land area	4.4ha
Indicative capacity (developable area ratio with density of 30-40dph)	120-160
Commentary:	

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	2-4km	The search area falls significantly outside a 20 minute walking catchment to the town centre. The search area could access the town centre in 15-20 minutes by bus
Local centre(s)	Waterhouse	500m	The majority of the search area lies within a 10 minute walking

	Lane		catchment of Waterhouse Lane local centre
Rail station(s)	Kingswood	<1km	The majority of the search area lies within a 20 minute walking catchment to Kingswood rail station (except the easternmost parts which fall outside of this catchment).
Nearest frequent bus route(s)	420/460	300m+	The westernmost parts of the search area are within a 10 minute walk to the 420/460 bus route. However, the majority of the search area (beyond Waterhouse Lane) fall outside of this catchment
Describe bus service:	420: Hourly route from Redhill to Sutton 460: Hourly route from Redhill to Epsom		
Nearest primary school(s)	Tadworth	500m-2km+	The westernmost parts (west of Waterhouse Lane) of the search area fall within a 20 minute walking catchment to the nearest primary school. Beyond Waterhouse Lane, the area falls outside of a 20 minute walking catchment and would likely necessitate driving to the nearest primary school
Nearest secondary school(s)	Beacon	2km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The westernmost parts of the search area nearest to the A217 benefit from possible bus access to the school; however, the travel time would be 15-20 minutes. It is likely that secondary school access would necessitate driving from parts of the search area further from the A217 corridor
Nearest GP(s)	Tadworth	600m-2.5km	The western part of the search area falls within a 20 minute walking catchment to the nearest GP surgery. The eastern part of the search area is within a 10-15 minute drive but limited bus services means car transport is likely to be necessary
Nearest employment area	Banstead Pitwood Park	1.2-2.5km	The search area falls outside of a 20 minute walking catchment to nearby local employment opportunities. The search area could access opportunities in Banstead or Pitwood Park in 10-15 minutes by bus.
Any accessibility and connectivity issues/concerns?			
Accessibility and transport conclusions			
The search area is generally of low accessibility. Whilst the search area has good access to a rail station and local shopping facilities, it generally falls outside of the catchment for many of the other important services. However, the western part of the search area closest to the A217 is considered to have a greater degree of accessibility, including being within close proximity to key bus routes along the A217.			

Strategic fit and principles of sustainable development	
Does the Area of Search adjoin one of the four main towns in the borough?	No
How is the Area of Search located in relation to main transport corridors?	The search area adjoins the A217 to the west The area is in very close proximity to Kingswood train station (onward travel to East Croydon and London Bridge)

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – mainly sporadic development however there are two pockets of larger scale PDL including the Legal and General (offices) and the Pobjoy Mint Complex in the western triangle of land
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Road boundaries surround a triangle of land (Bonsor Drive, Waterhouse Lane and A217) at the western edge of the search area. At the eastern side of the area the railway line runs east-west providing a southern boundary and there is a woodland boundary just outside the east of the area. However, there are few distinguishable features in the north of the search area
Is the Area of Search in a strategic gap which has a role in checking	No.







the unrestricted sprawl of large built up areas?	
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	The eastern side of the search area forms a gap between Kingswood and Banstead. Western side is not as there is no open gap between the Tadworth and Kingswood urban areas
Does the Area of Search play a role in the setting and special character of a historic town?	No
Strategic Green Belt conclusions	
The search area has limited sporadic development and clearly displays the open characteristics of Green Belt. The GB within the search area is likely to have a reasonably high degree of sensitivity with regards to the separation between Banstead and Kingswood; however, the 'enclosed' western part of the search area is likely to be less sensitive in Green Belt terms.	

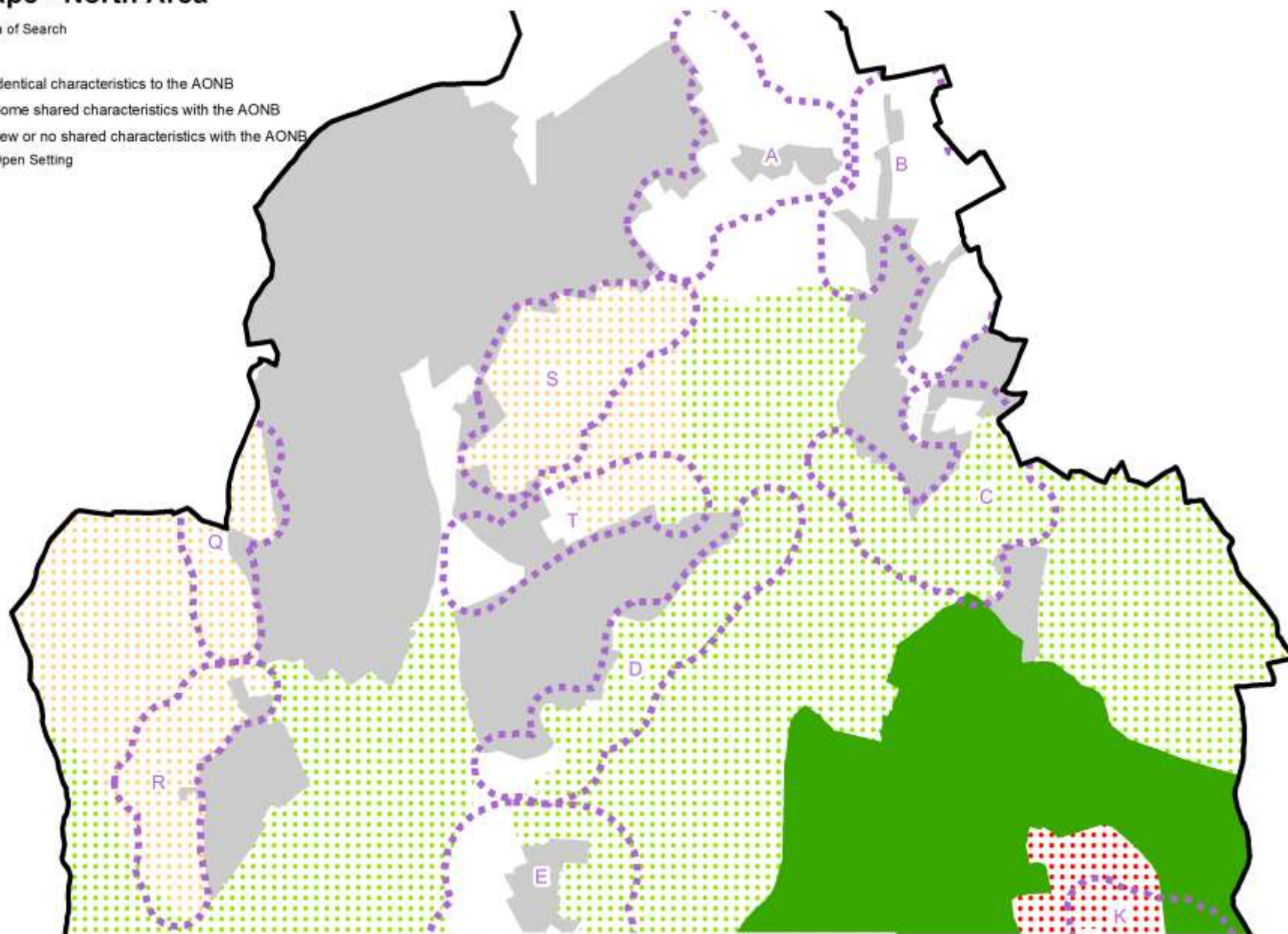
Overall summary of sensitivity
<p>Landscape: Generally high sensitivity across the search area</p> <p>Heritage: Generally limited sensitivity across the search area</p> <p>Biodiversity and green infrastructure: Lower sensitivity in the west of the search area; higher in the eastern parts</p> <p>Flood risk: Low sensitivity across the search area</p> <p>Other constraints: No significant constraints</p> <p>Accessibility: Generally poor accessibility to local services and public transport in the east; west has a reasonable level of accessibility.</p> <p>Strategic fit: Does not adjoin a major town. The west of the search area is well located in relation to A217 corridor and rail network; east is not well located.</p> <p>Strategic Green belt: East of the search area has generally high sensitivity as a local settlement separator; west has no specific sensitivity in strategic Green Belt terms.</p>

Annex 4

Task 4 Constraints, opportunities and accessibility mapping

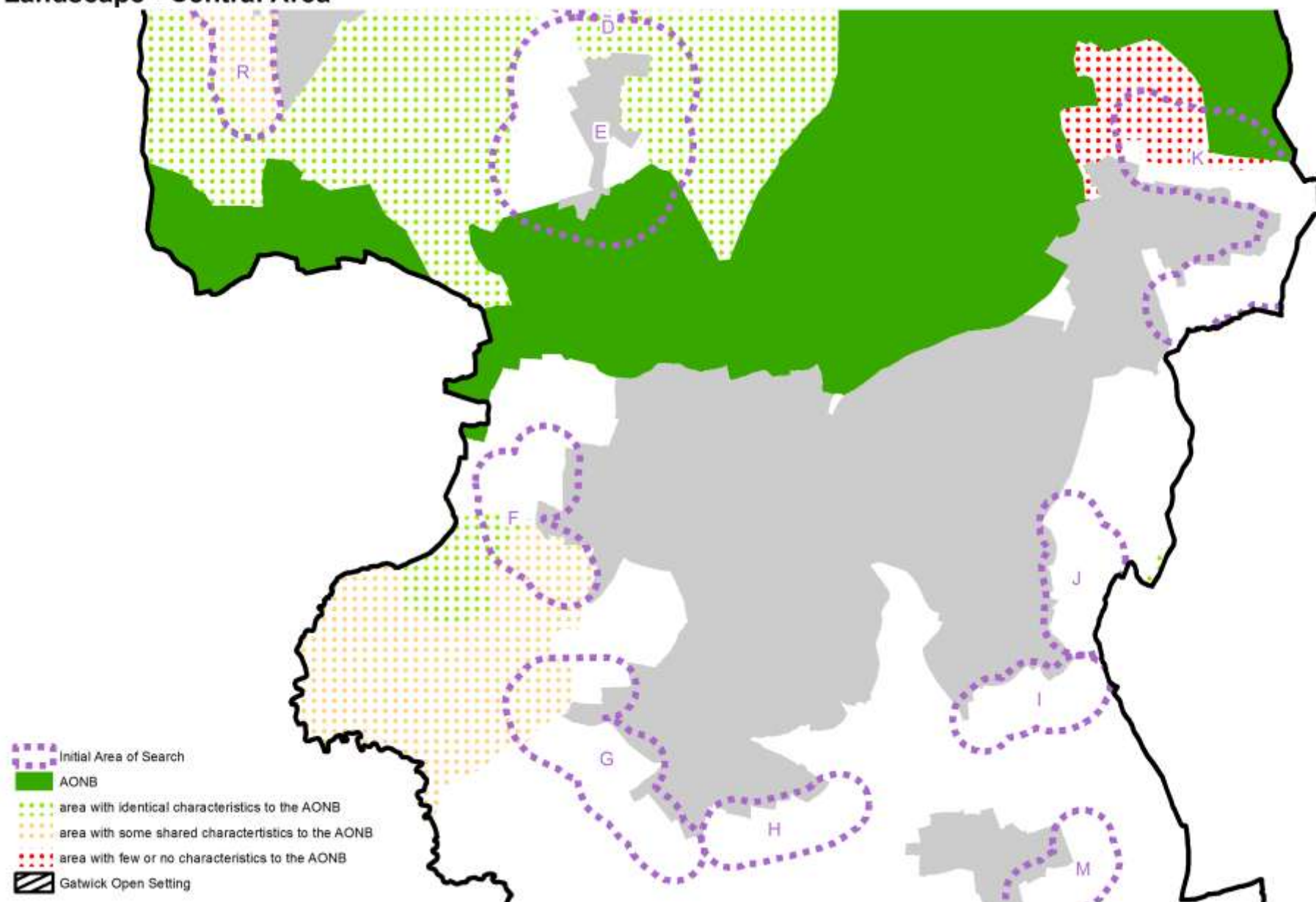
Landscape - North Area

-  Initial Area of Search
-  AONB
-  AGLV - Identical characteristics to the AONB
-  AGLV - Some shared characteristics with the AONB
-  AGLV - Few or no shared characteristics with the AONB
-  Gatwick Open Setting

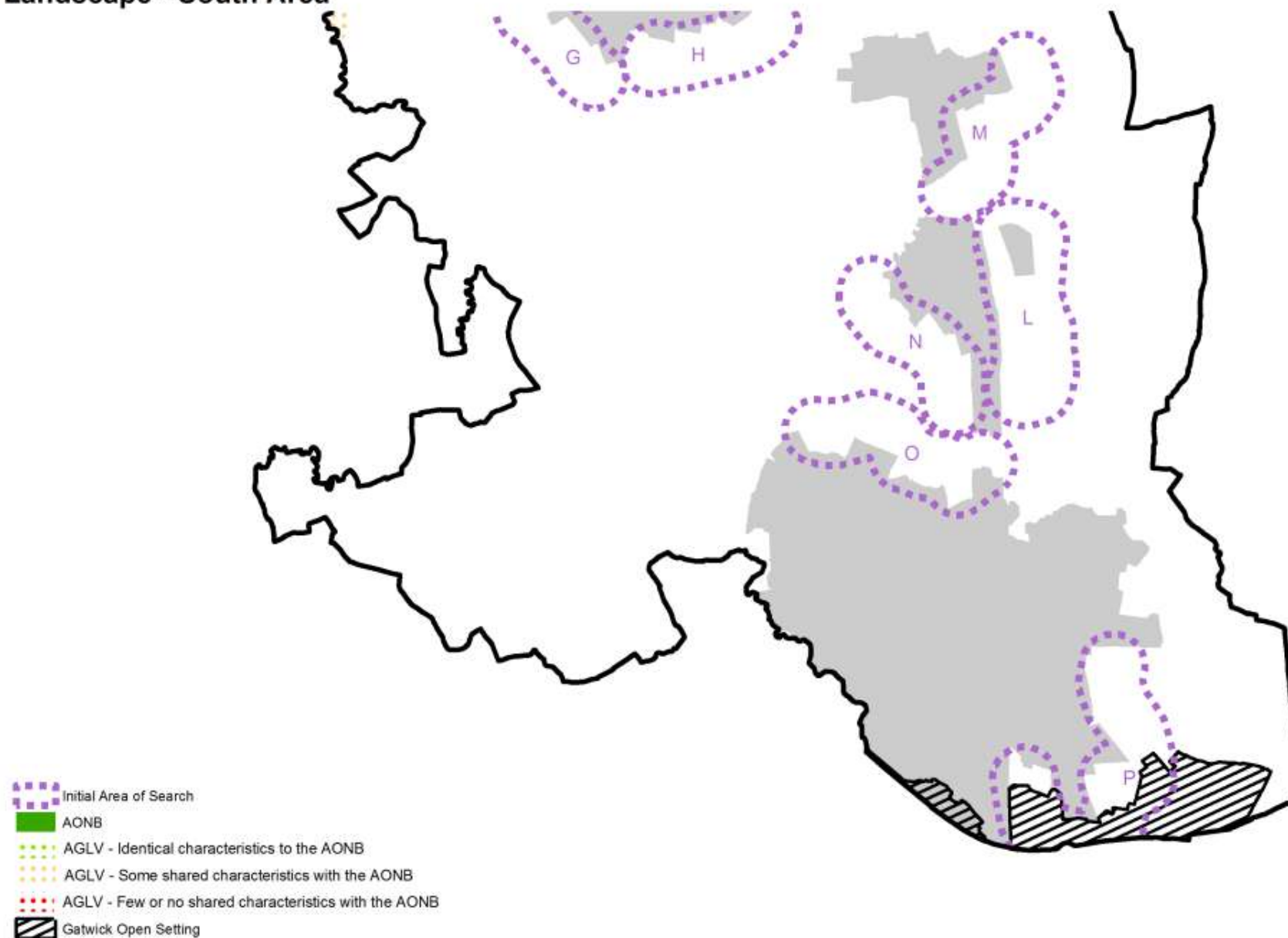


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Landscape - Central Area



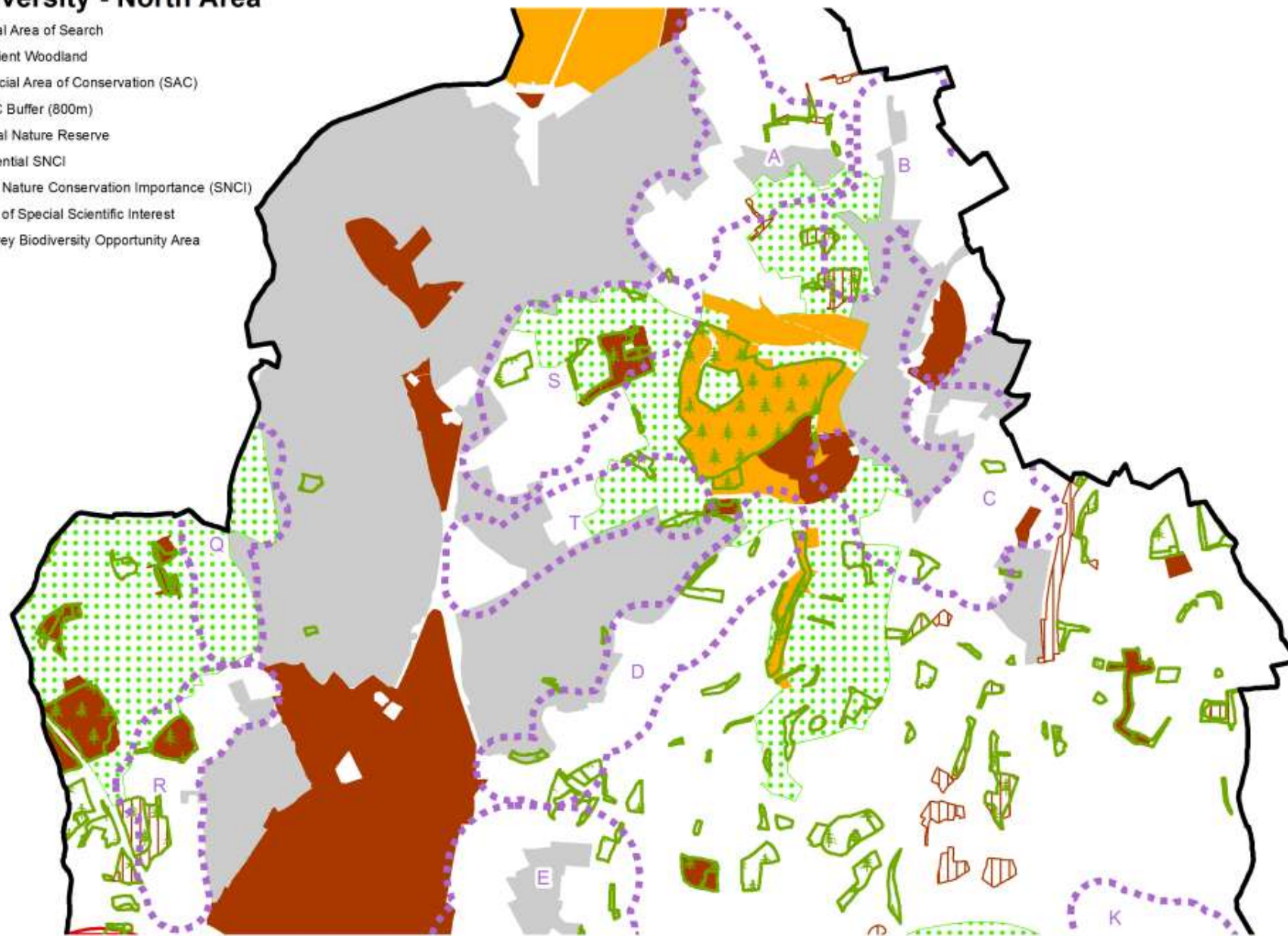
Landscape - South Area



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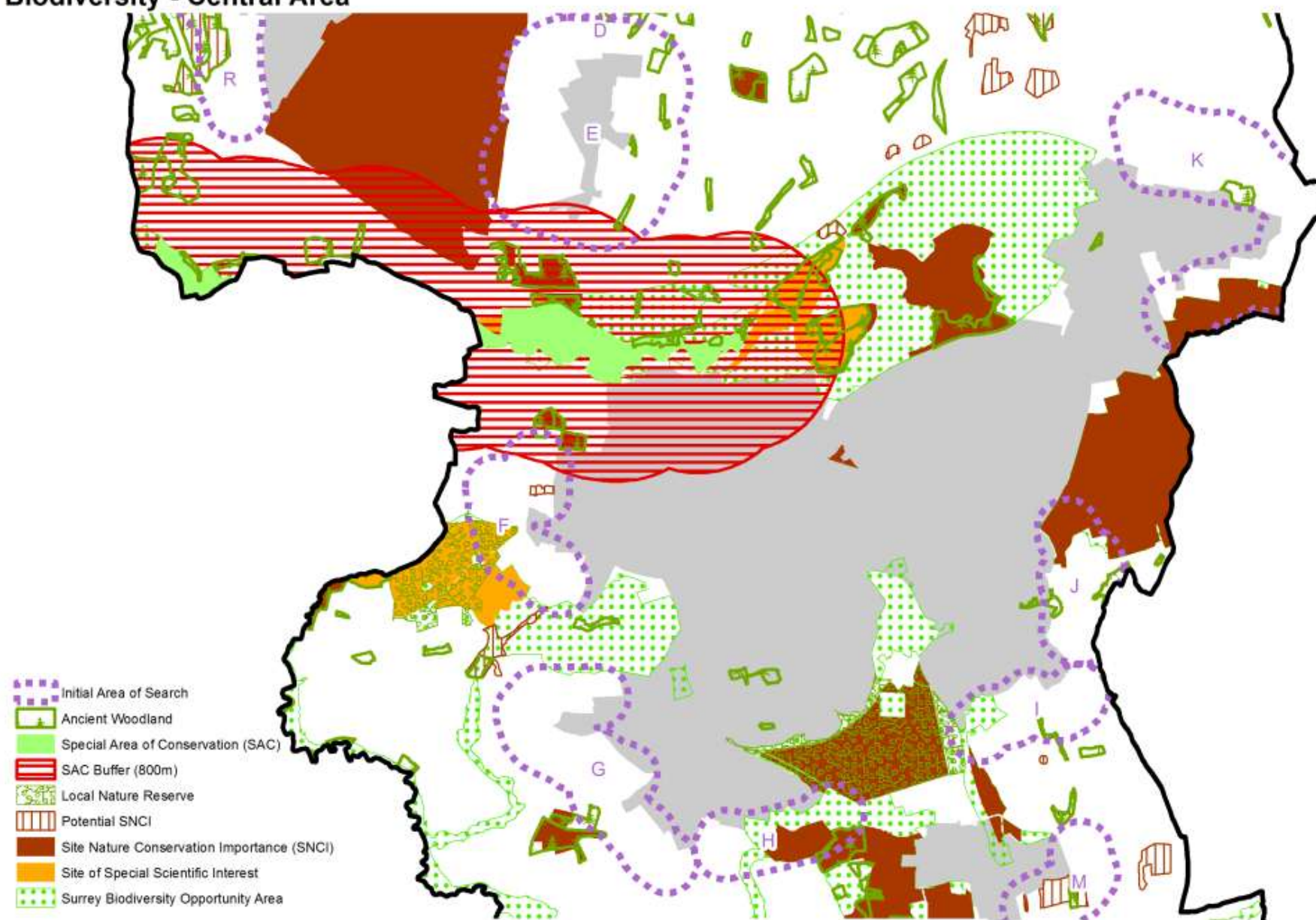
Biodiversity - North Area

-  Initial Area of Search
-  Ancient Woodland
-  Special Area of Conservation (SAC)
-  SAC Buffer (800m)
-  Local Nature Reserve
-  Potential SNCI
-  Site Nature Conservation Importance (SNCI)
-  Site of Special Scientific Interest
-  Surrey Biodiversity Opportunity Area



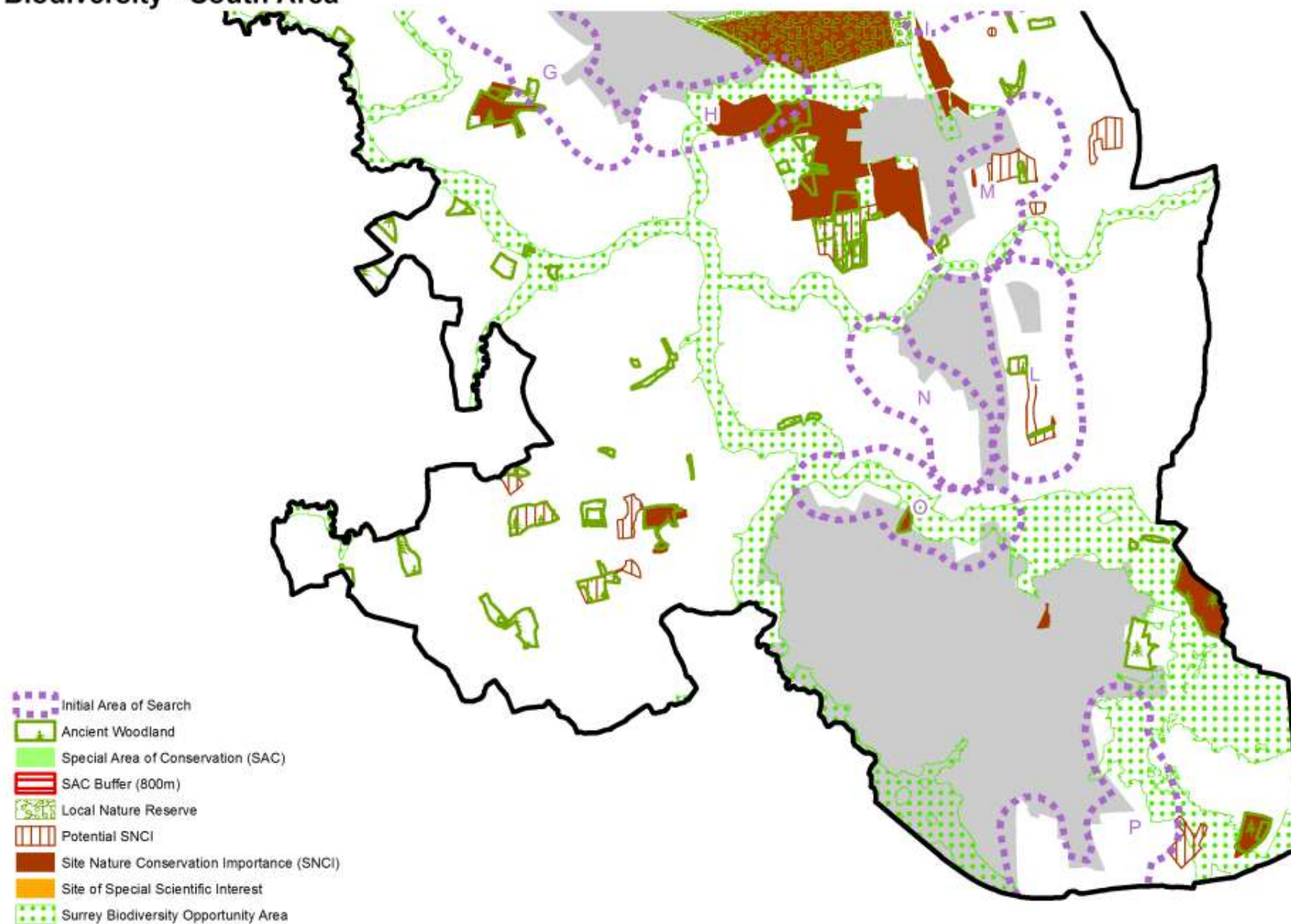
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Biodiversity - Central Area











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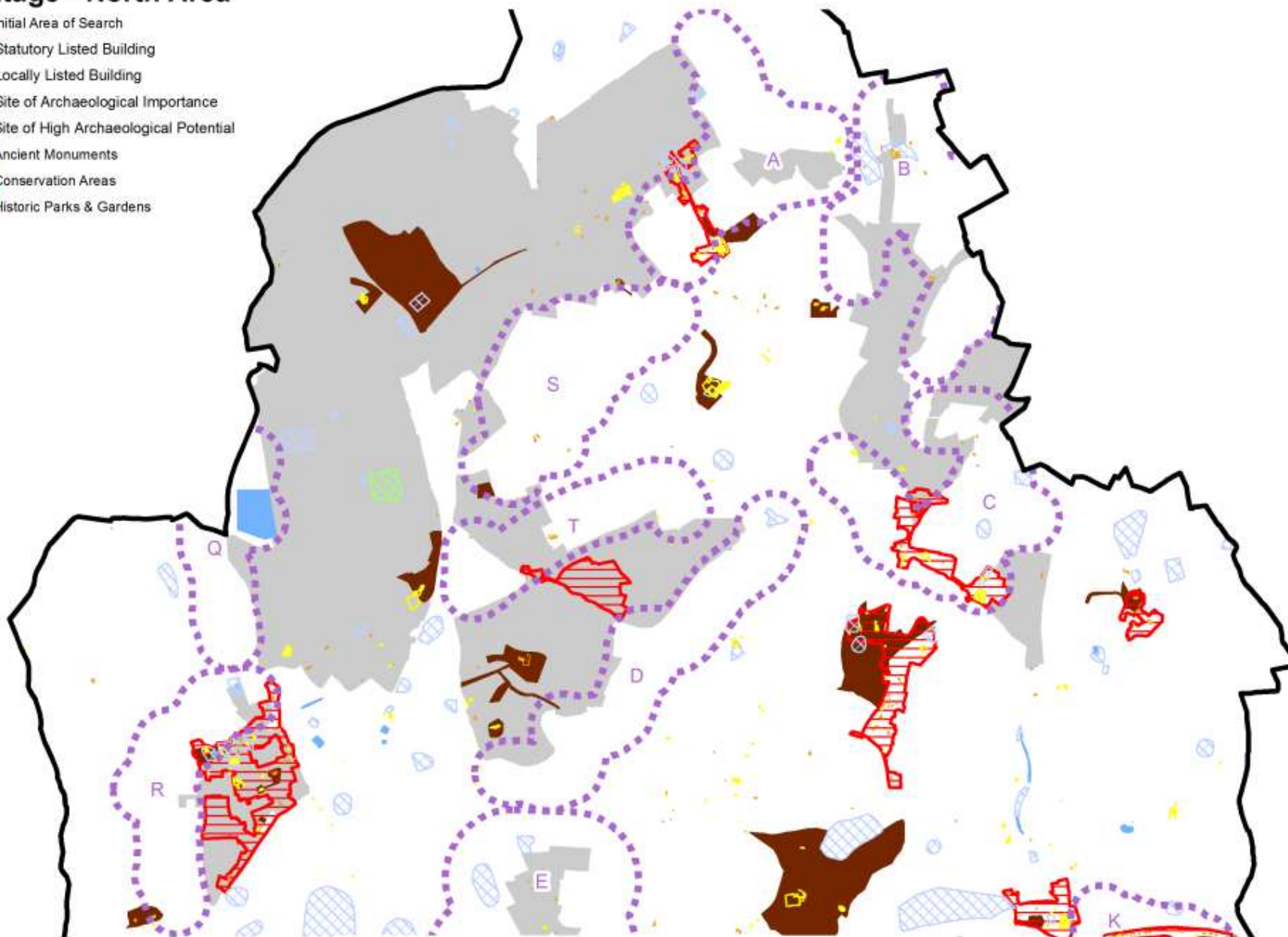
Biodiversity - South Area



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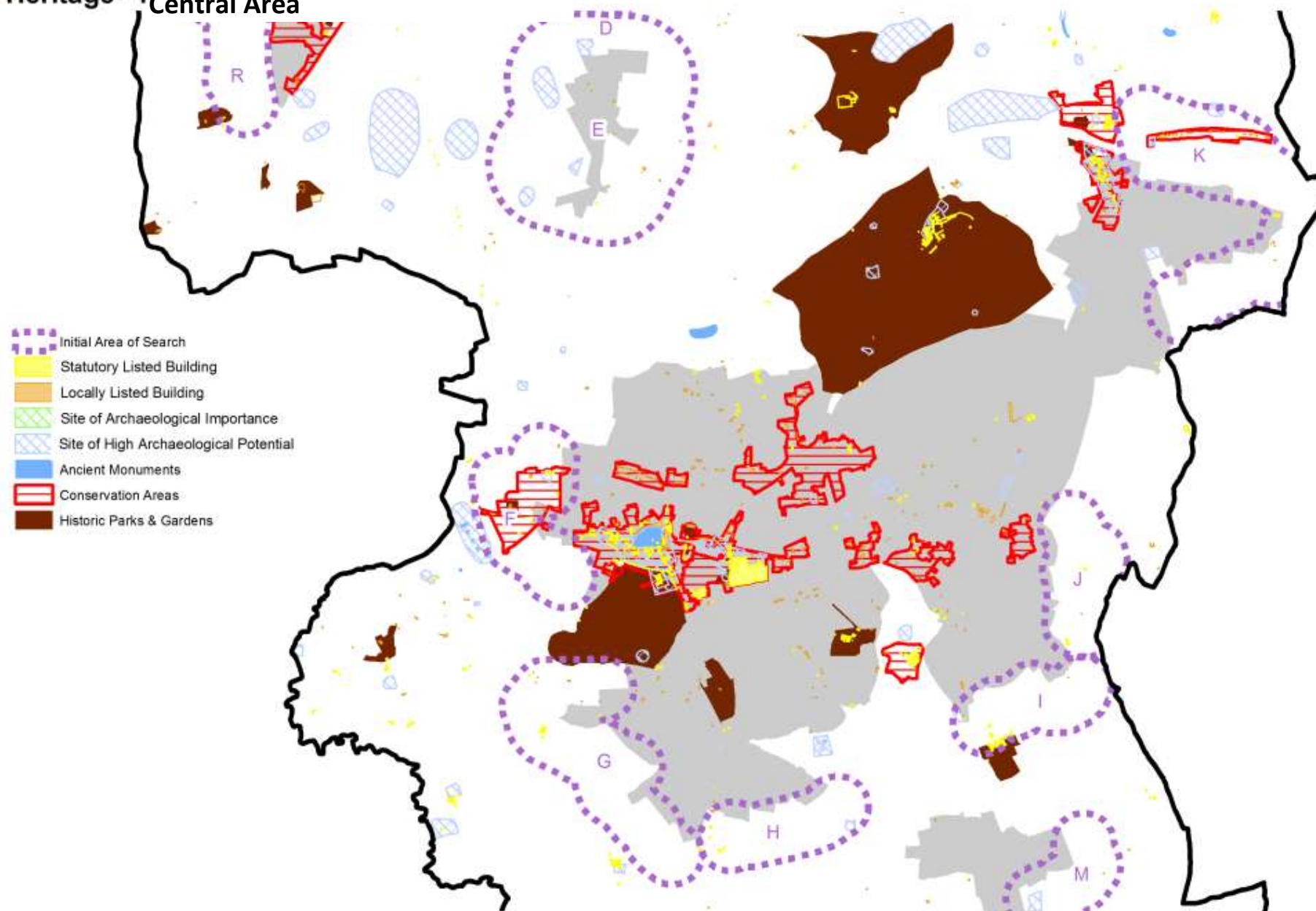
Heritage - North Area

-  Initial Area of Search
-  Statutory Listed Building
-  Locally Listed Building
-  Site of Archaeological Importance
-  Site of High Archaeological Potential
-  Ancient Monuments
-  Conservation Areas
-  Historic Parks & Gardens



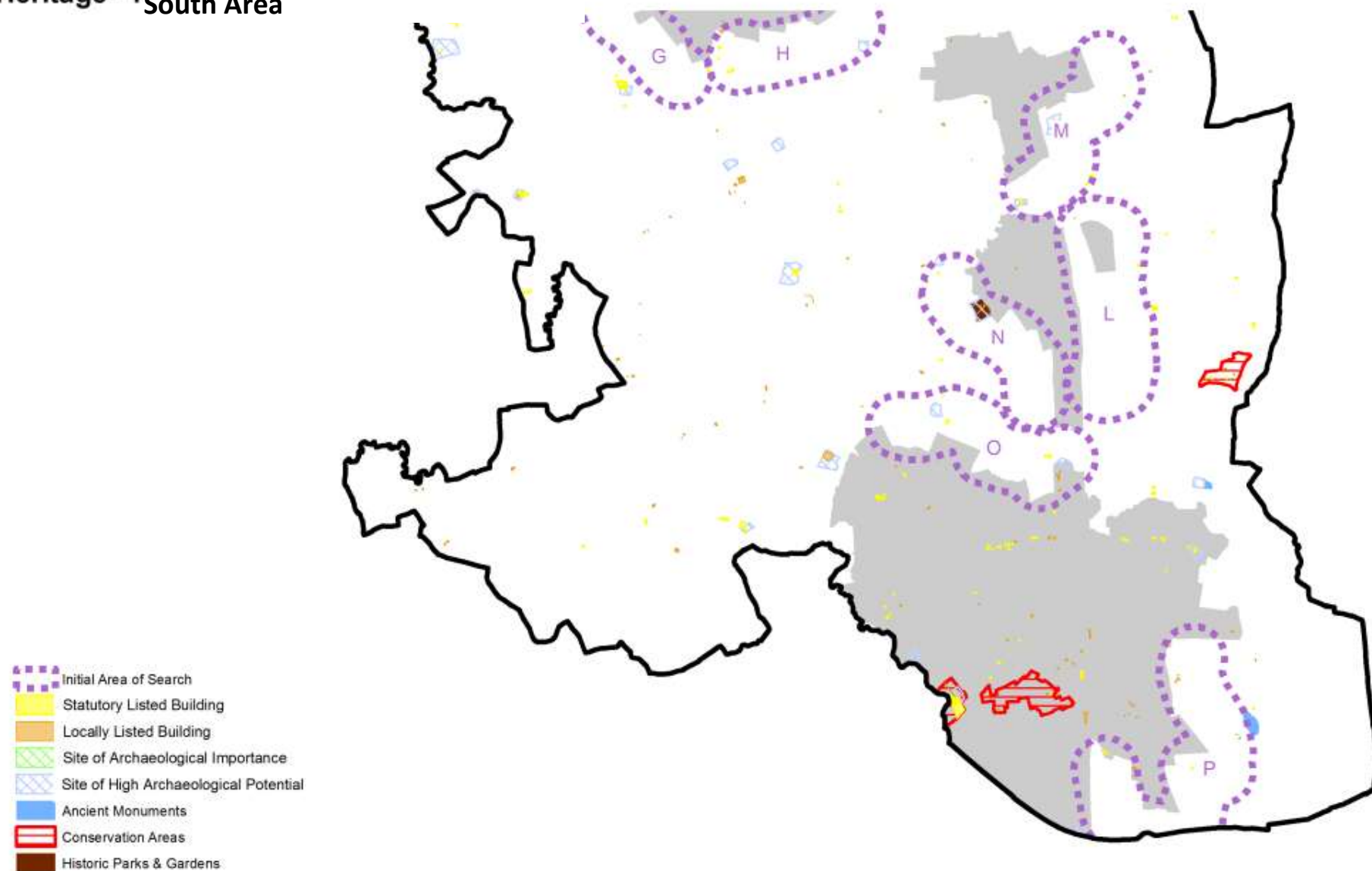
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Heritage - Central Area



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Heritage - North South Area



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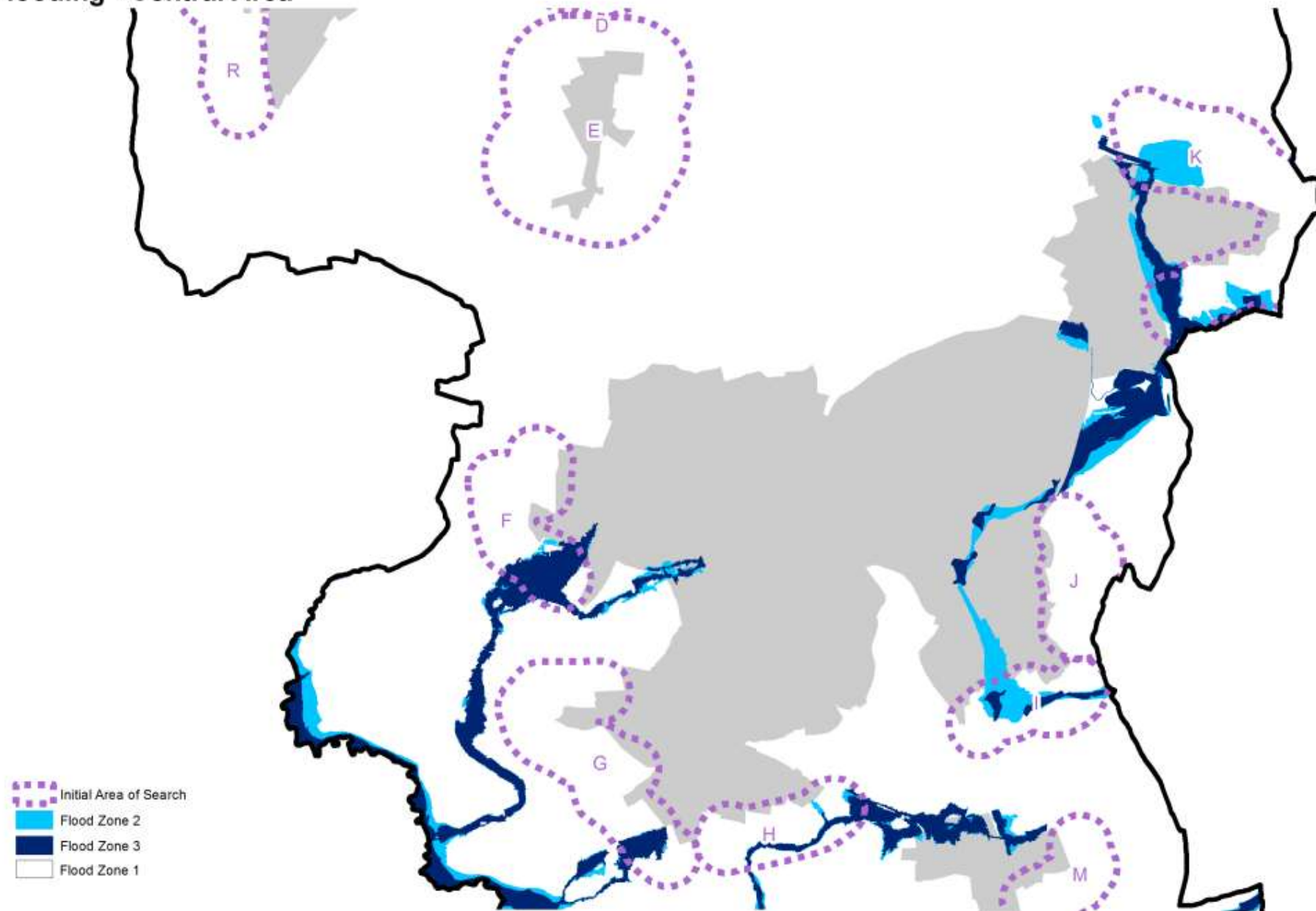
Flooding - North Area

- Initial Area of Search
- Flood Zone 2
- Flood Zone 3
- Flood Zone 1



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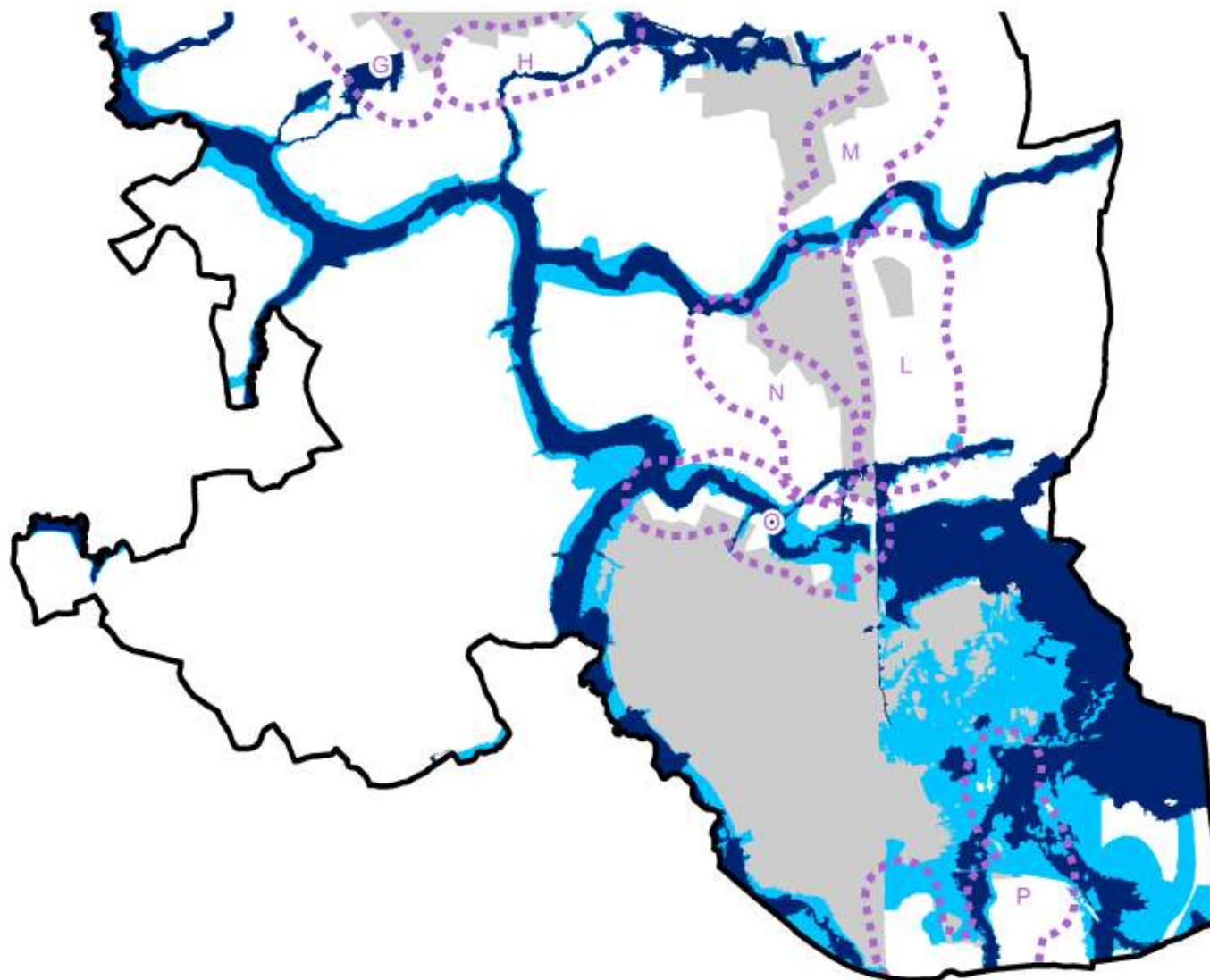
Flooding - Central Area



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Flooding - South Area

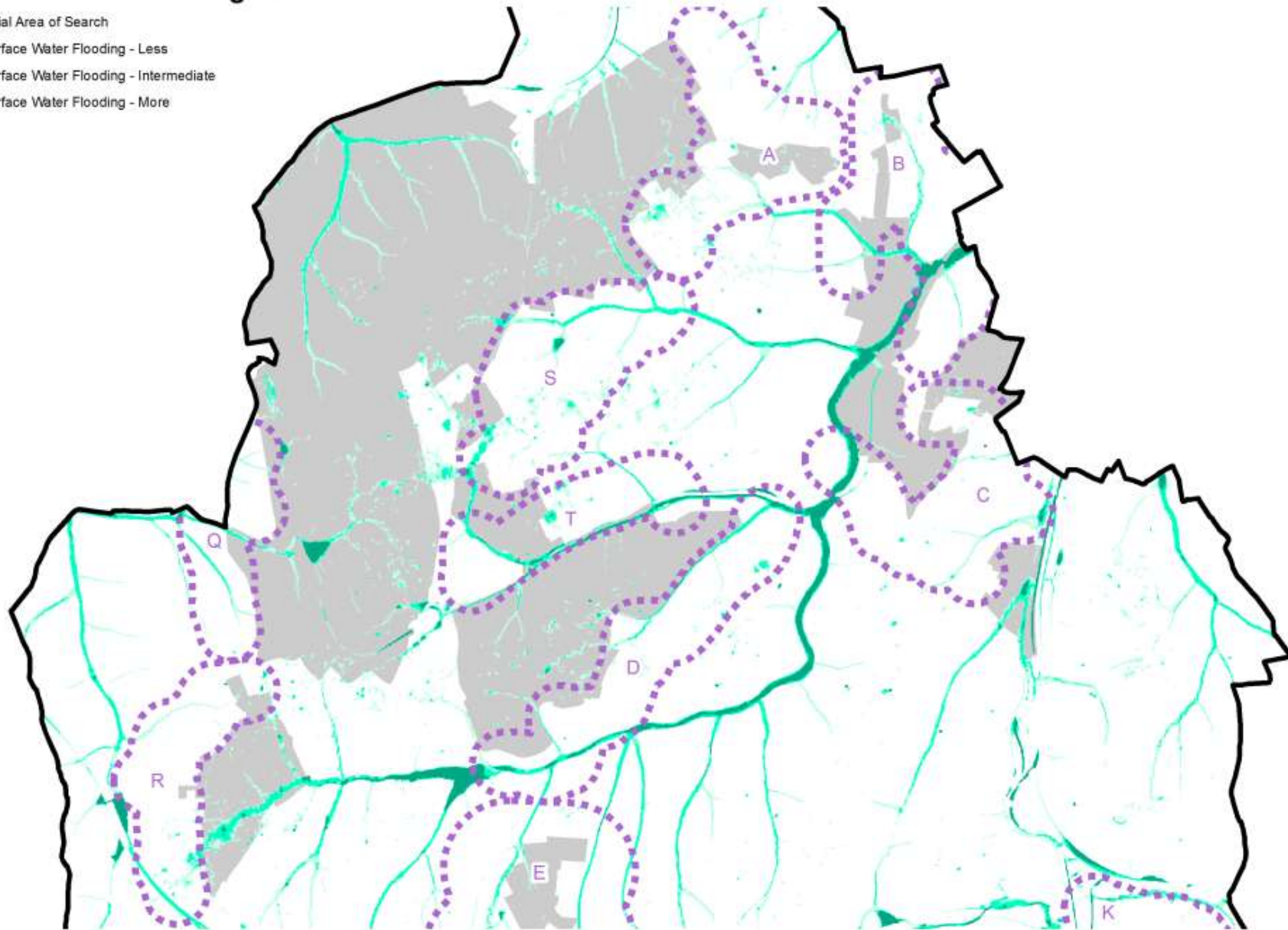
- Initial Area of Search
- Flood Zone 2
- Flood Zone 3
- Flood Zone 1



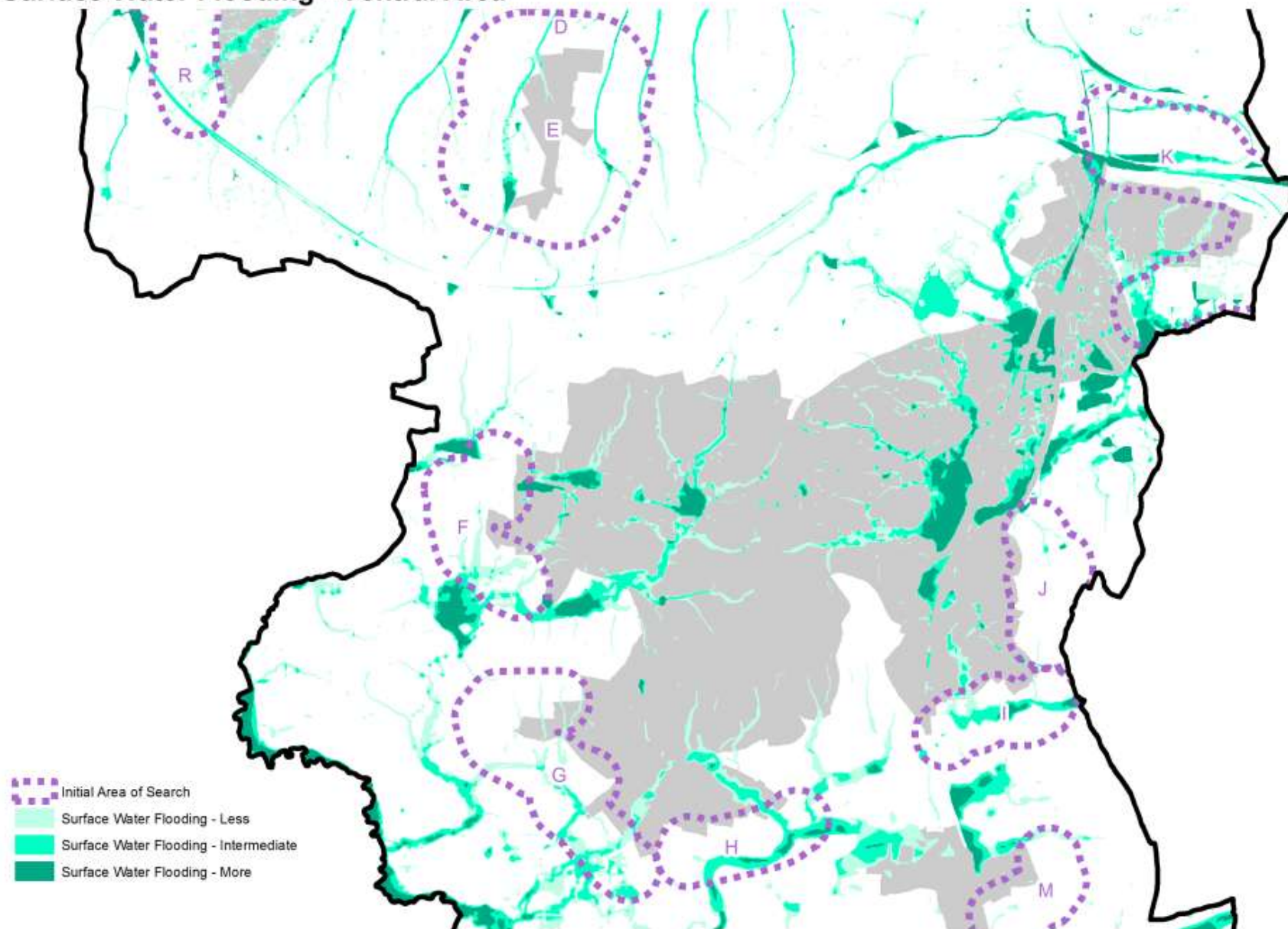
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Surface Water Flooding - North Area

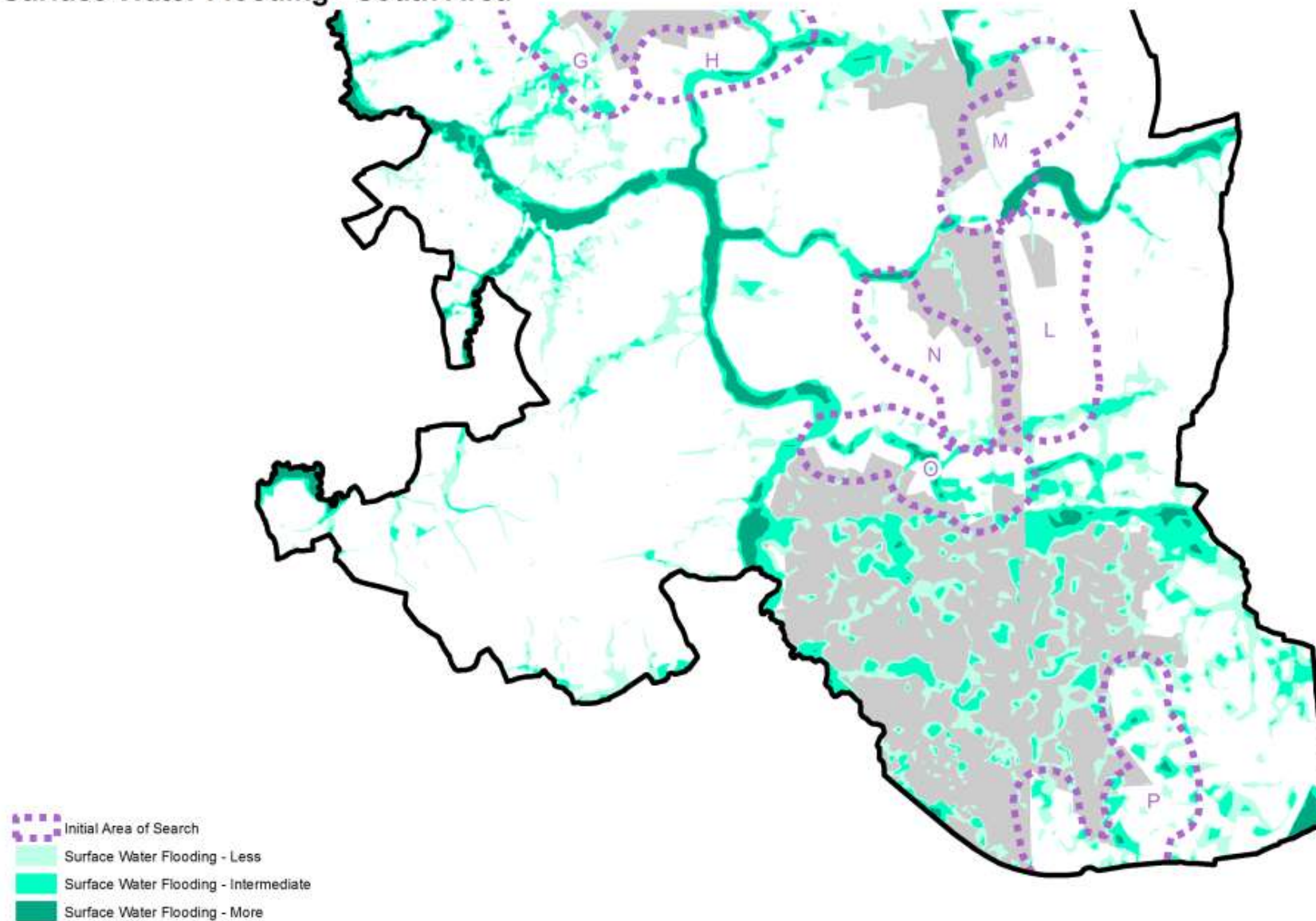
- Initial Area of Search
- Surface Water Flooding - Less
- Surface Water Flooding - Intermediate
- Surface Water Flooding - More



Surface Water Flooding - Central Area



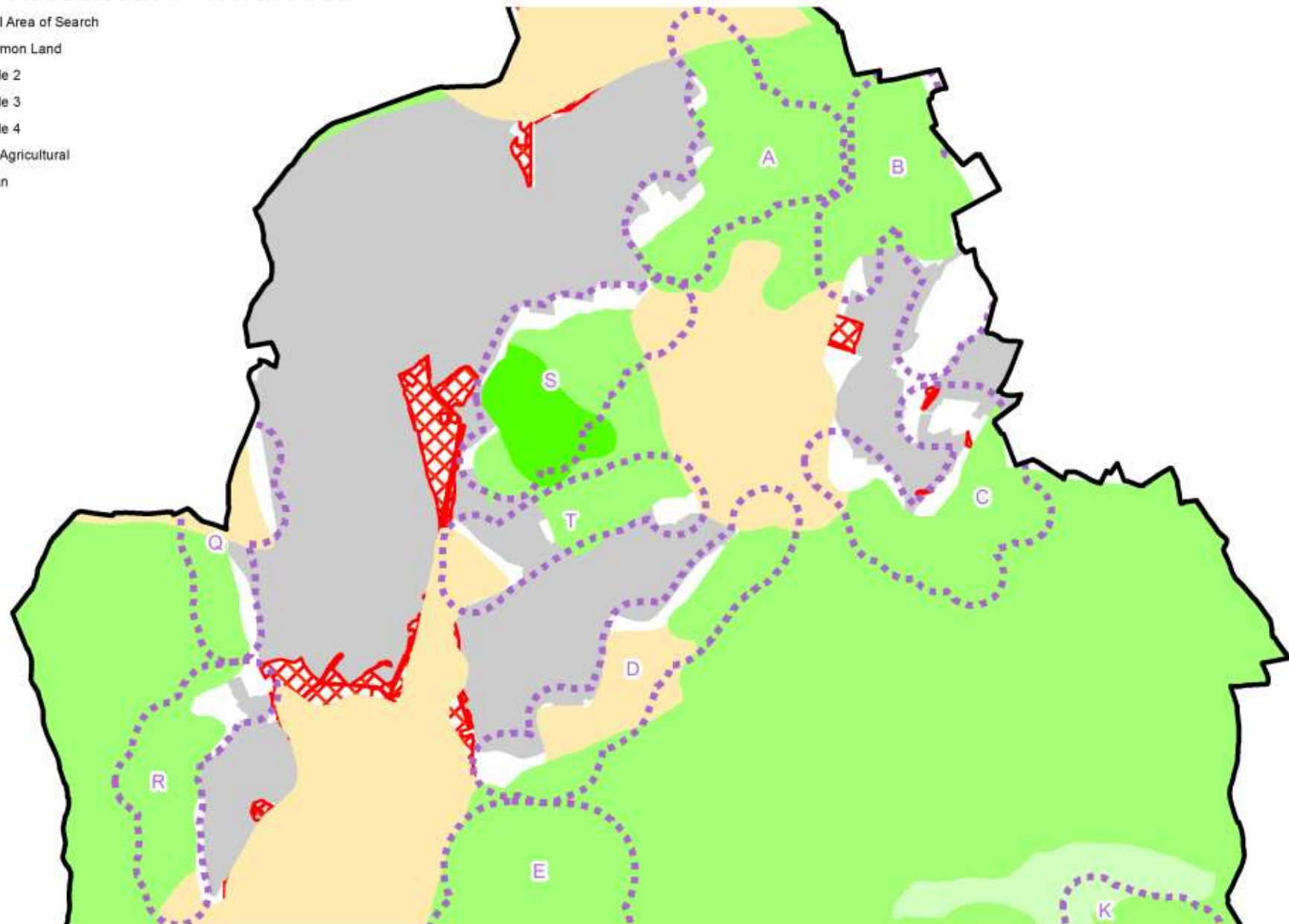
Surface Water Flooding - South Area



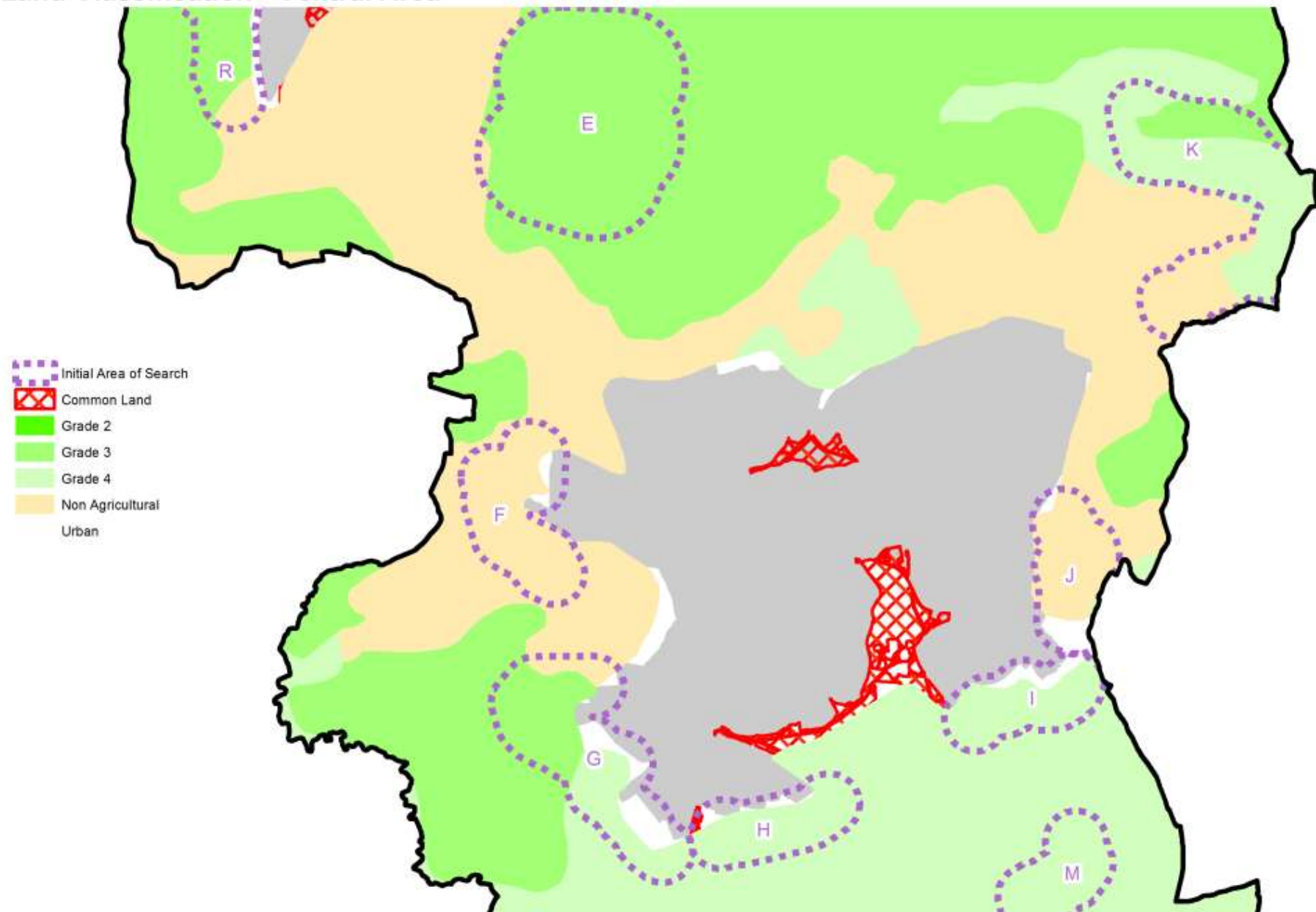
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Land Classification - North Area

-  Initial Area of Search
-  Common Land
-  Grade 2
-  Grade 3
-  Grade 4
-  Non Agricultural
-  Urban

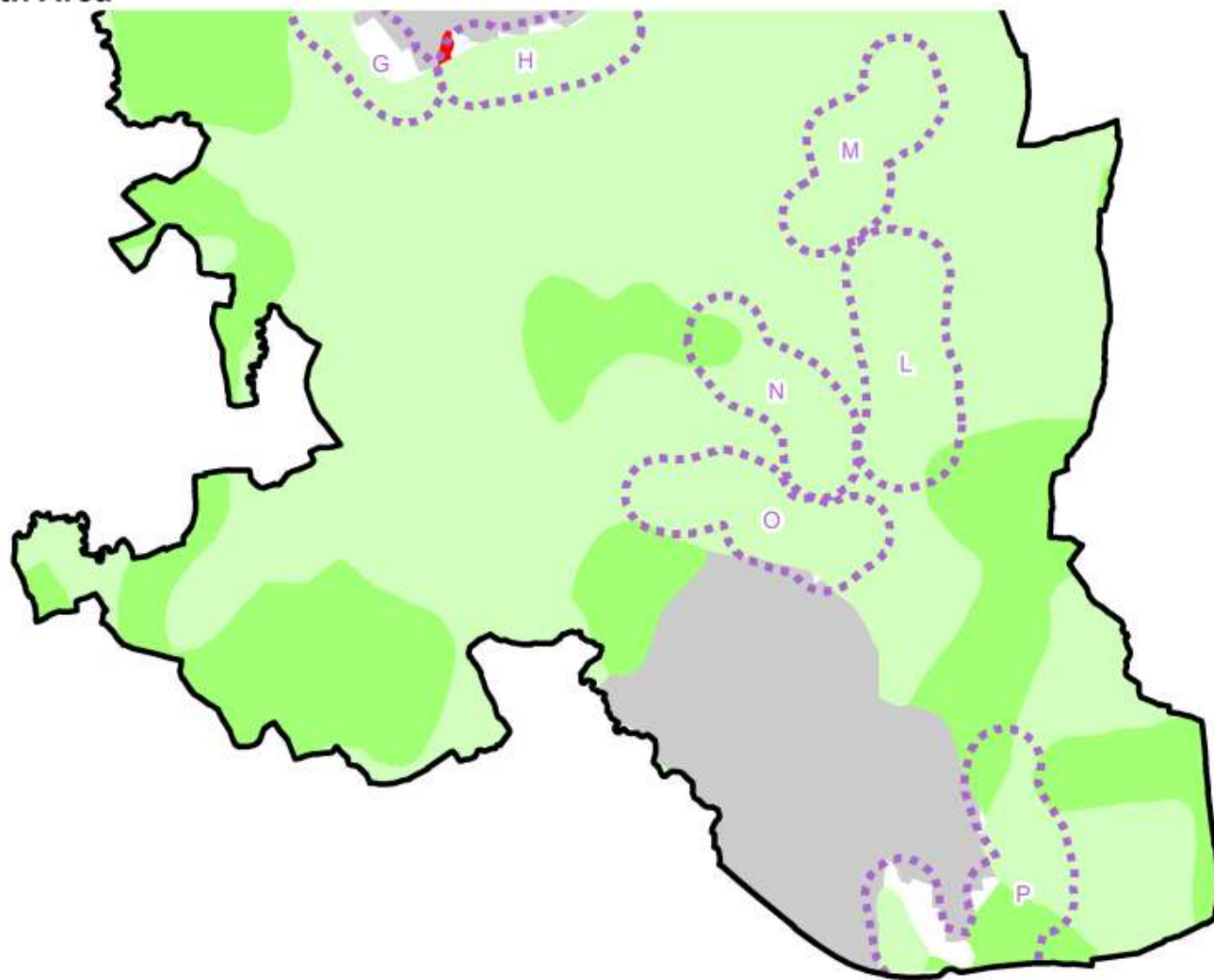


Land Classification - Central Area



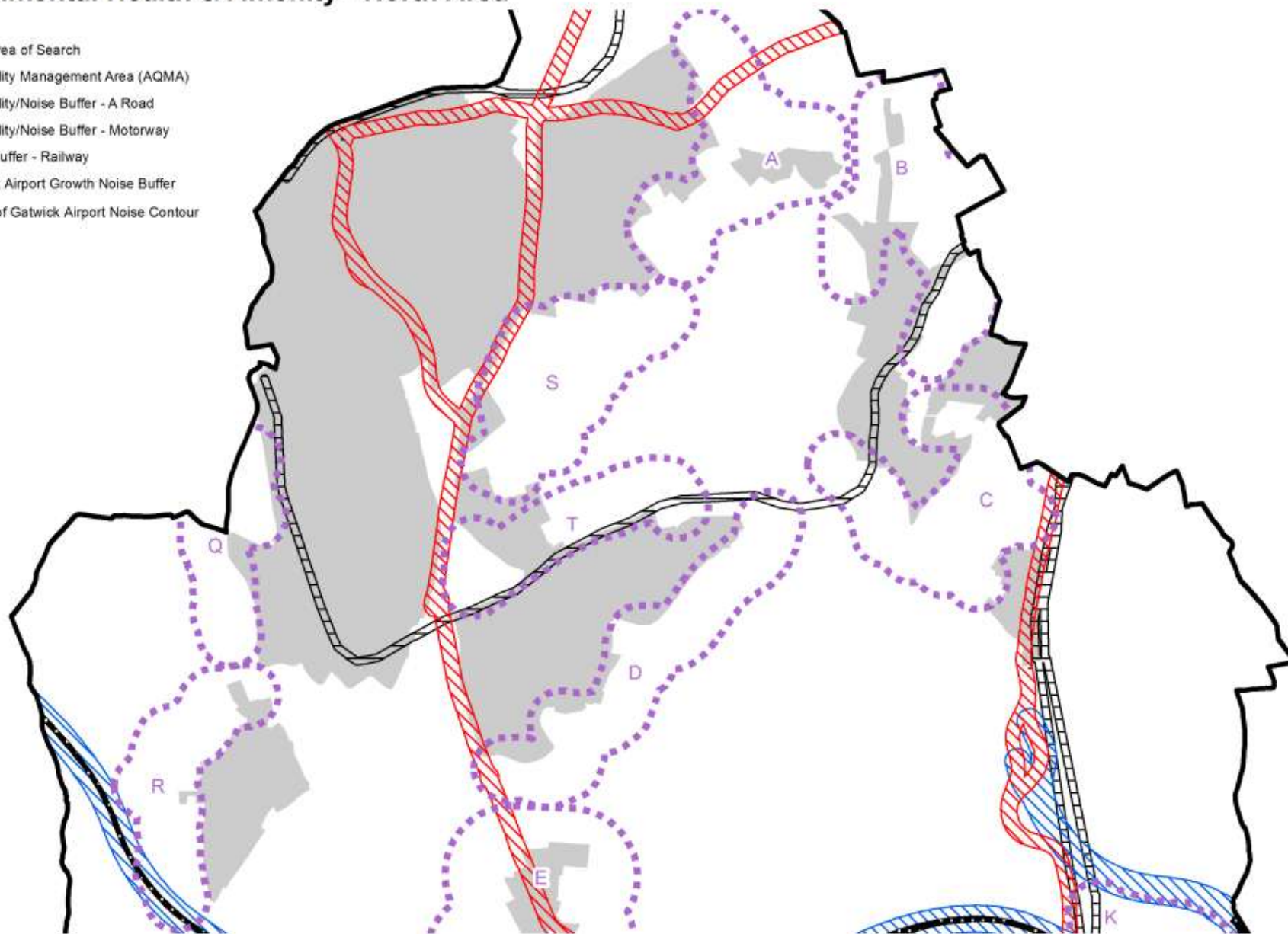
Land Classification - South Area

- Initial Area of Search
- Common Land
- Grade 2
- Grade 3
- Grade 4
- Non Agricultural

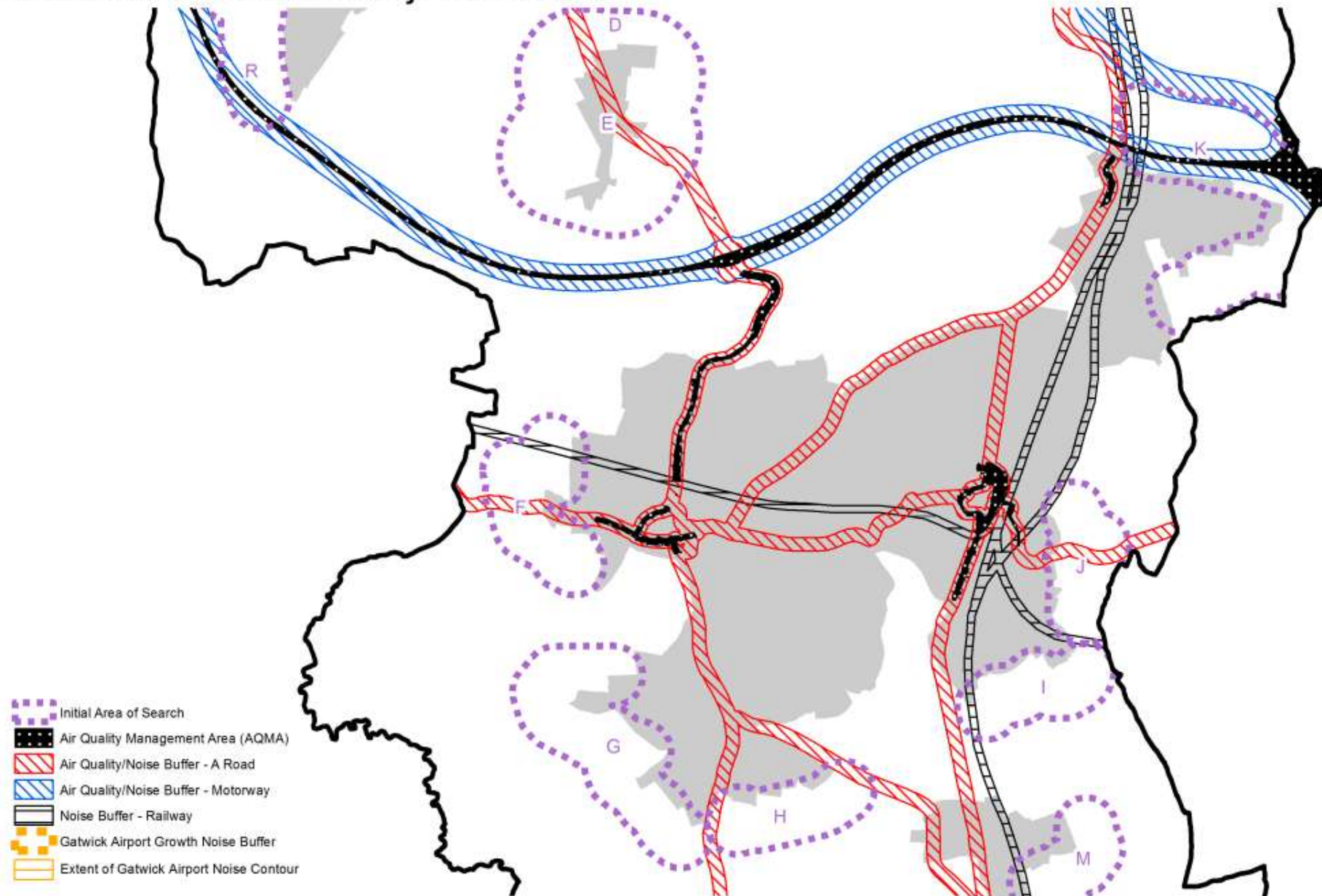


Environmental Health & Amenity - North Area

-  Initial Area of Search
-  Air Quality Management Area (AQMA)
-  Air Quality/Noise Buffer - A Road
-  Air Quality/Noise Buffer - Motorway
-  Noise Buffer - Railway
-  Gatwick Airport Growth Noise Buffer
-  Extent of Gatwick Airport Noise Contour

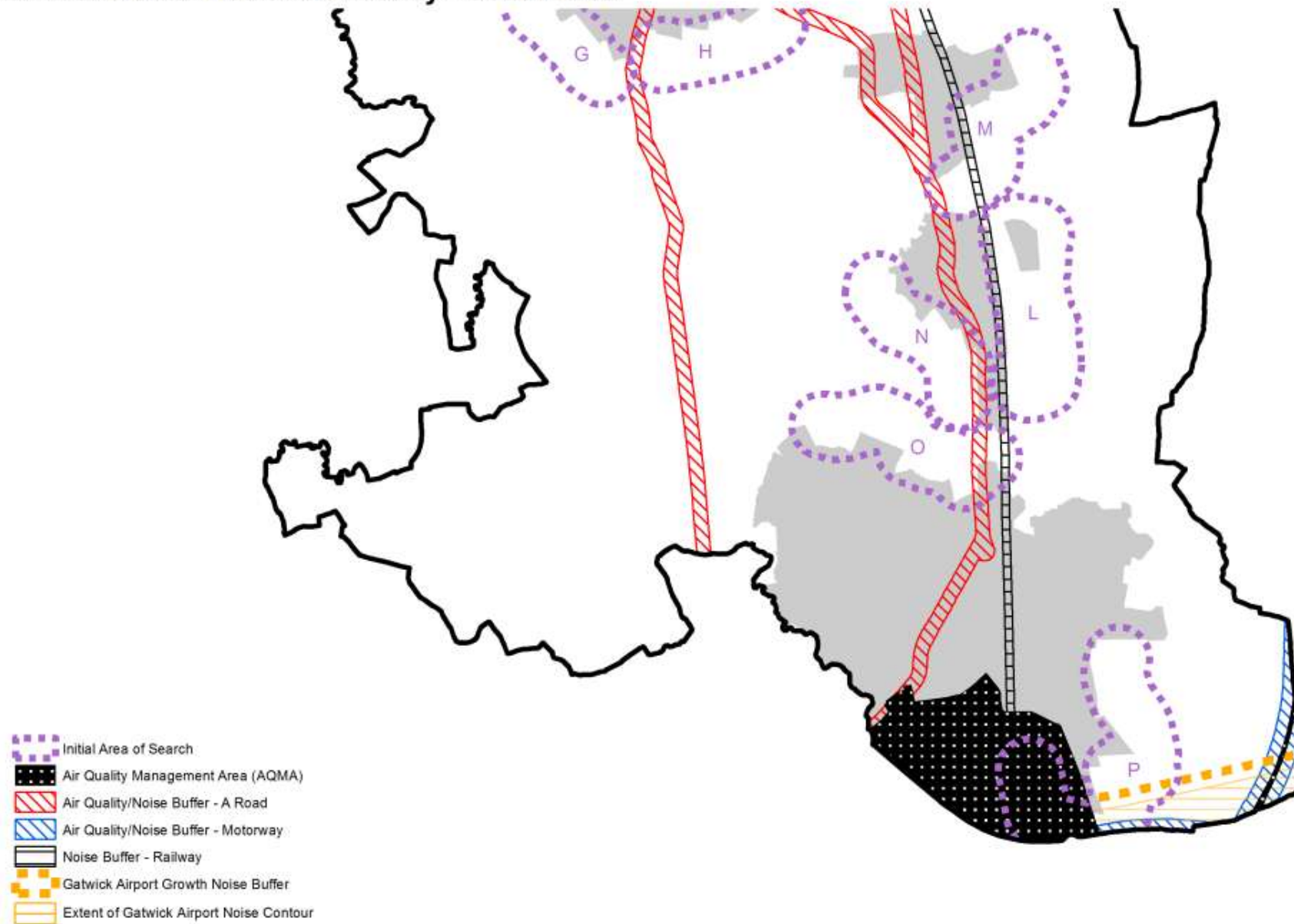


Environmental Health & Amenity - Central Area



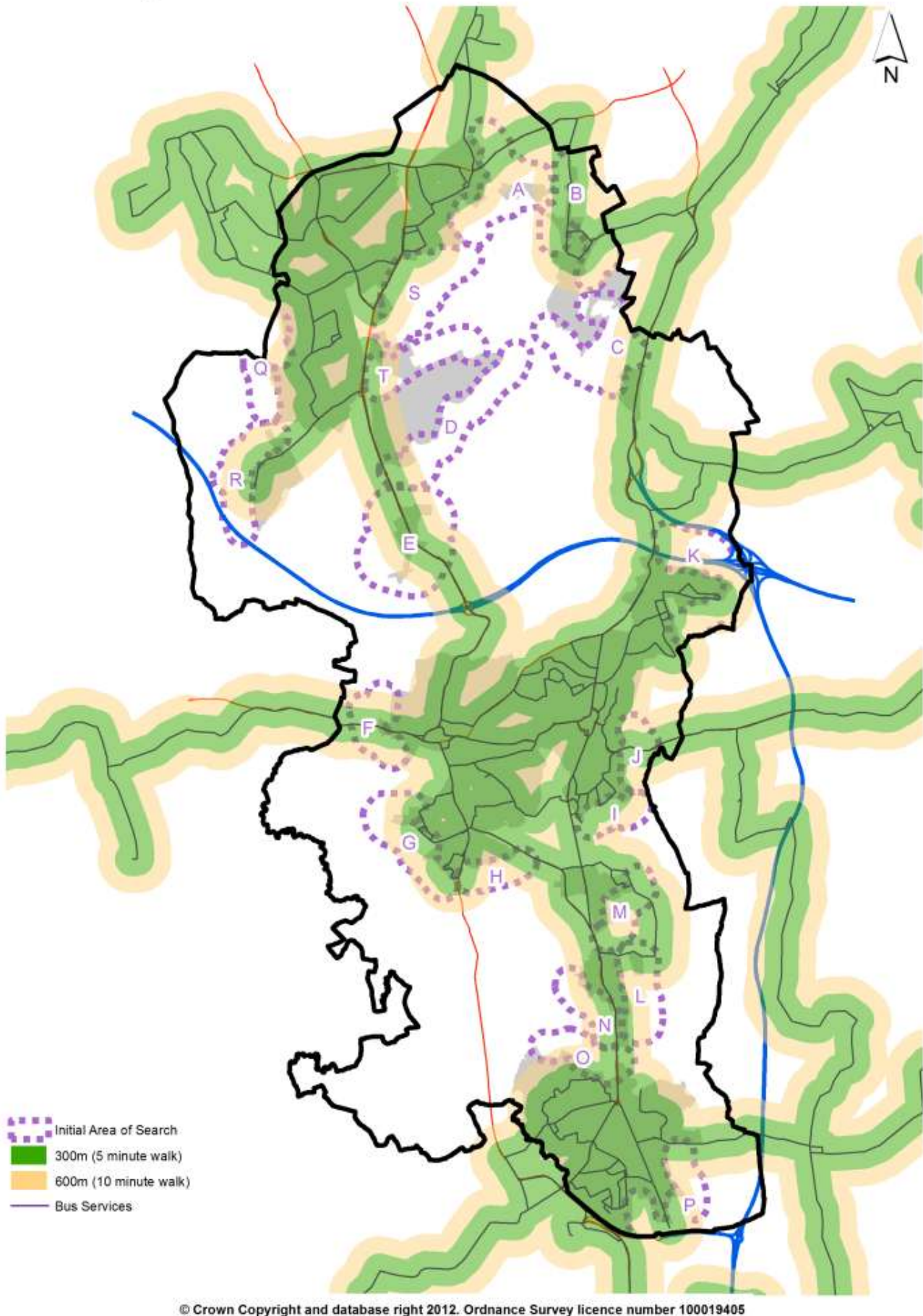
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Environmental Health & Amenity - South Area



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Accessibility - Bus Services

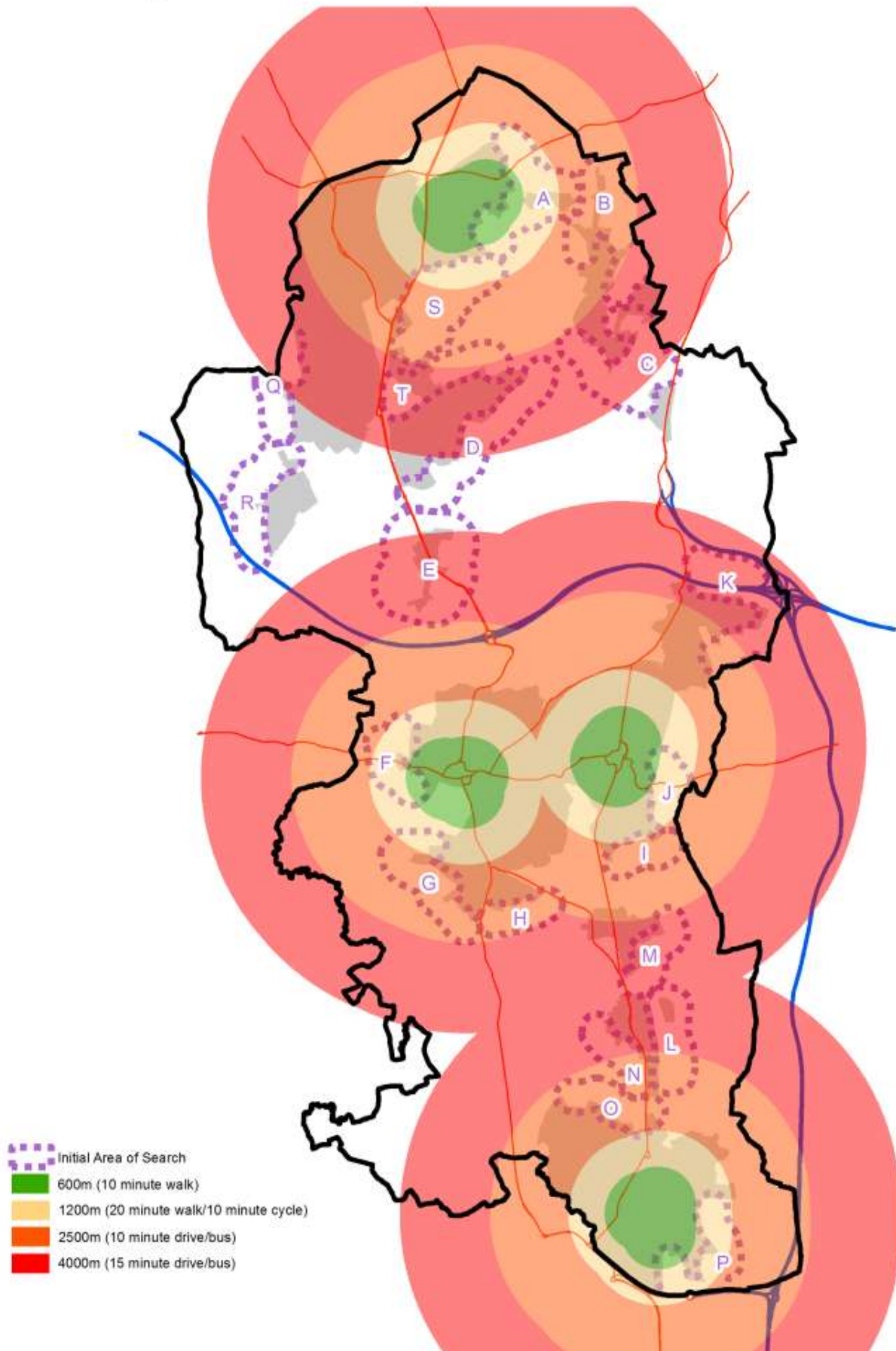


Accessibility - Rail Station



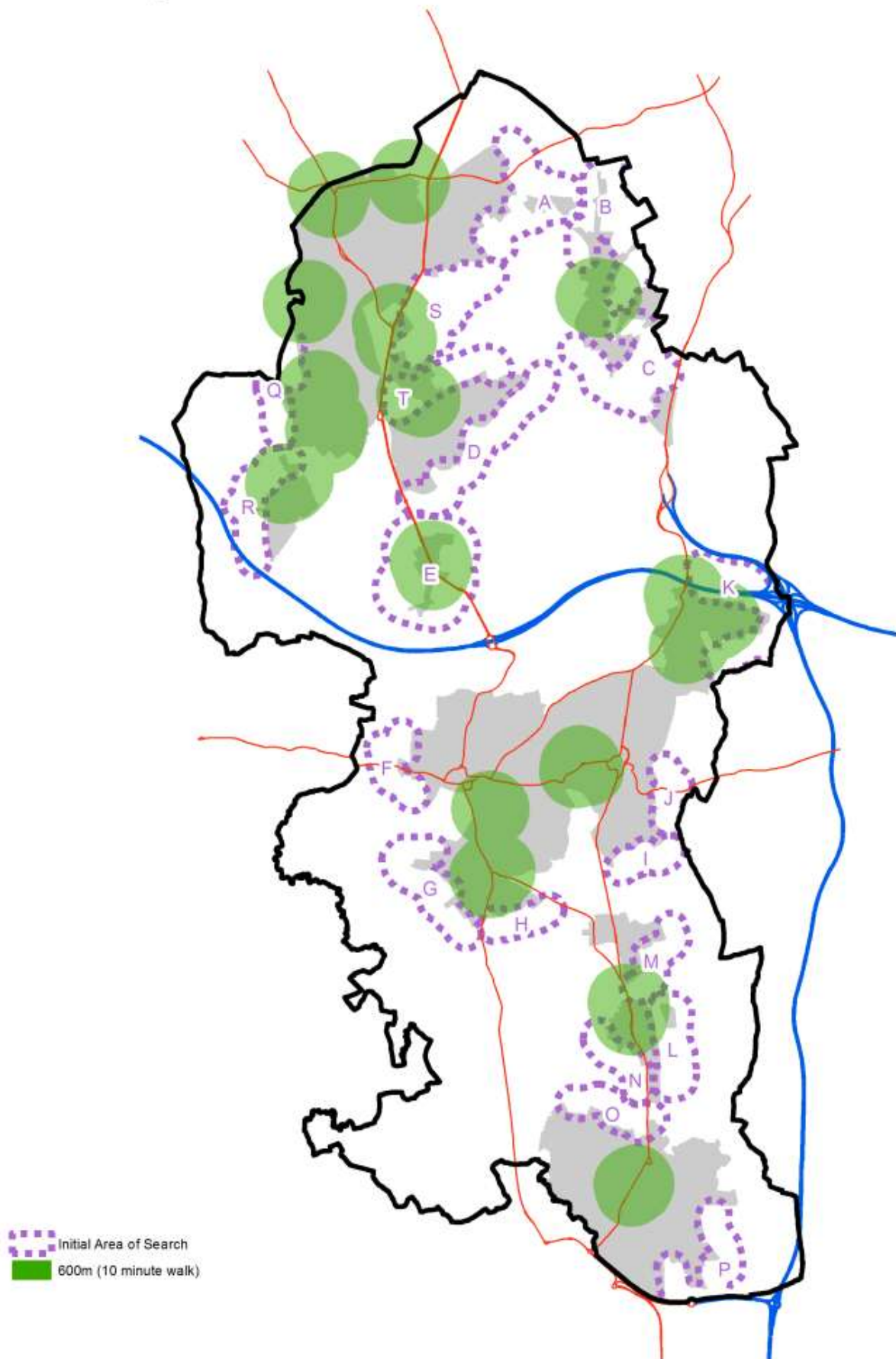
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Accessibility - Town Centre



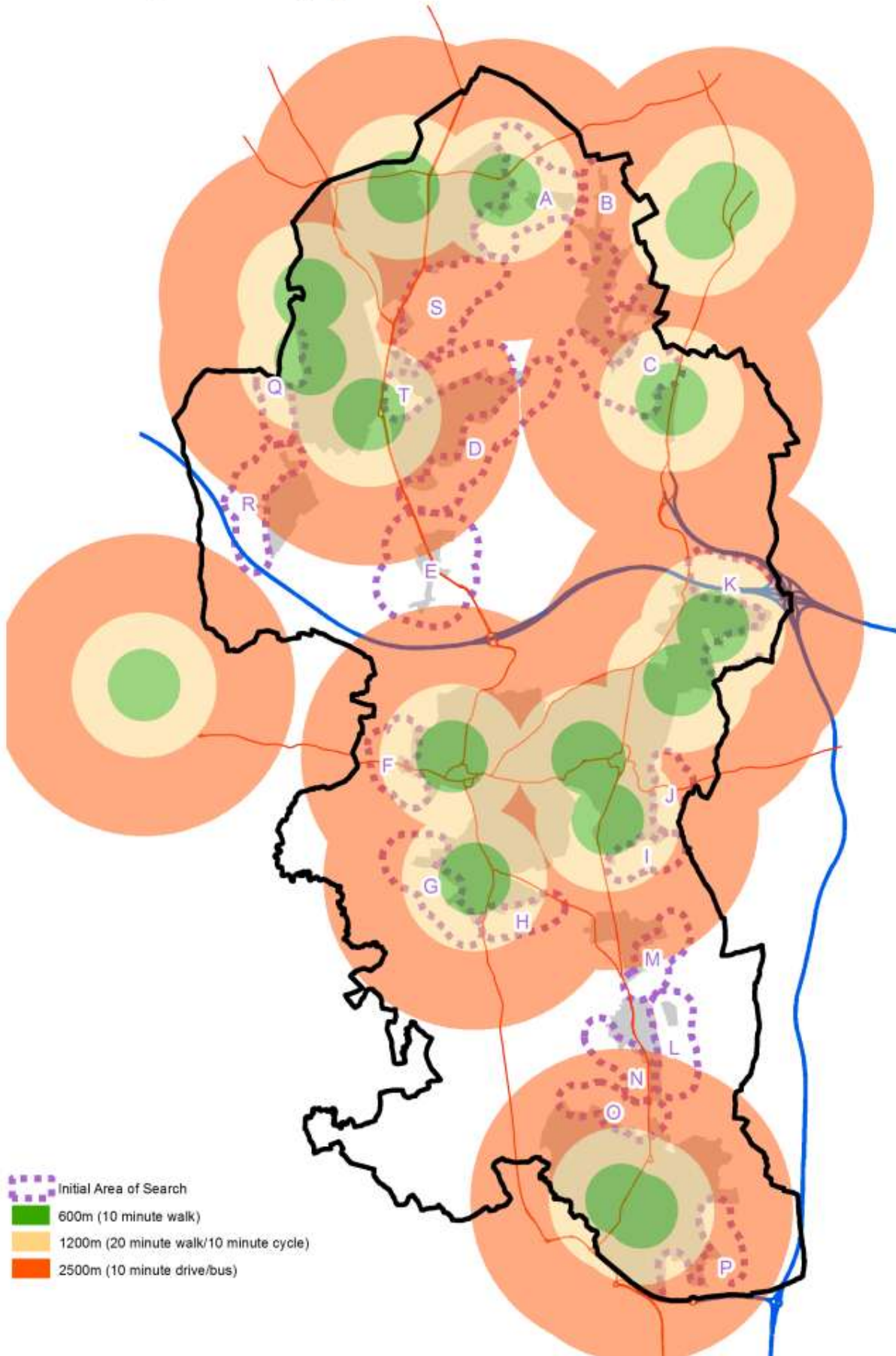
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Accessibility - Local Centre



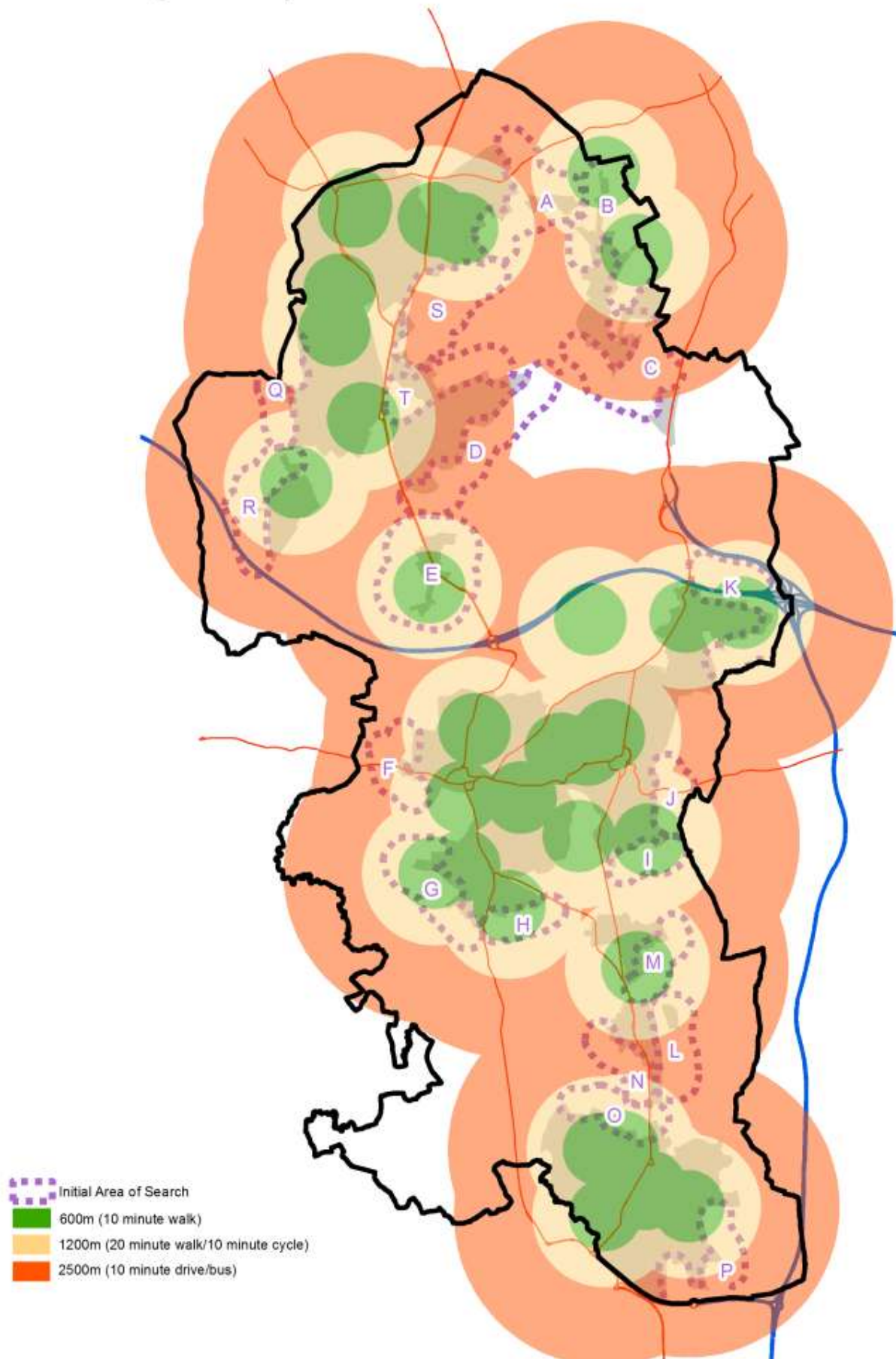
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Accessibility - GP Surgery/Health Centre



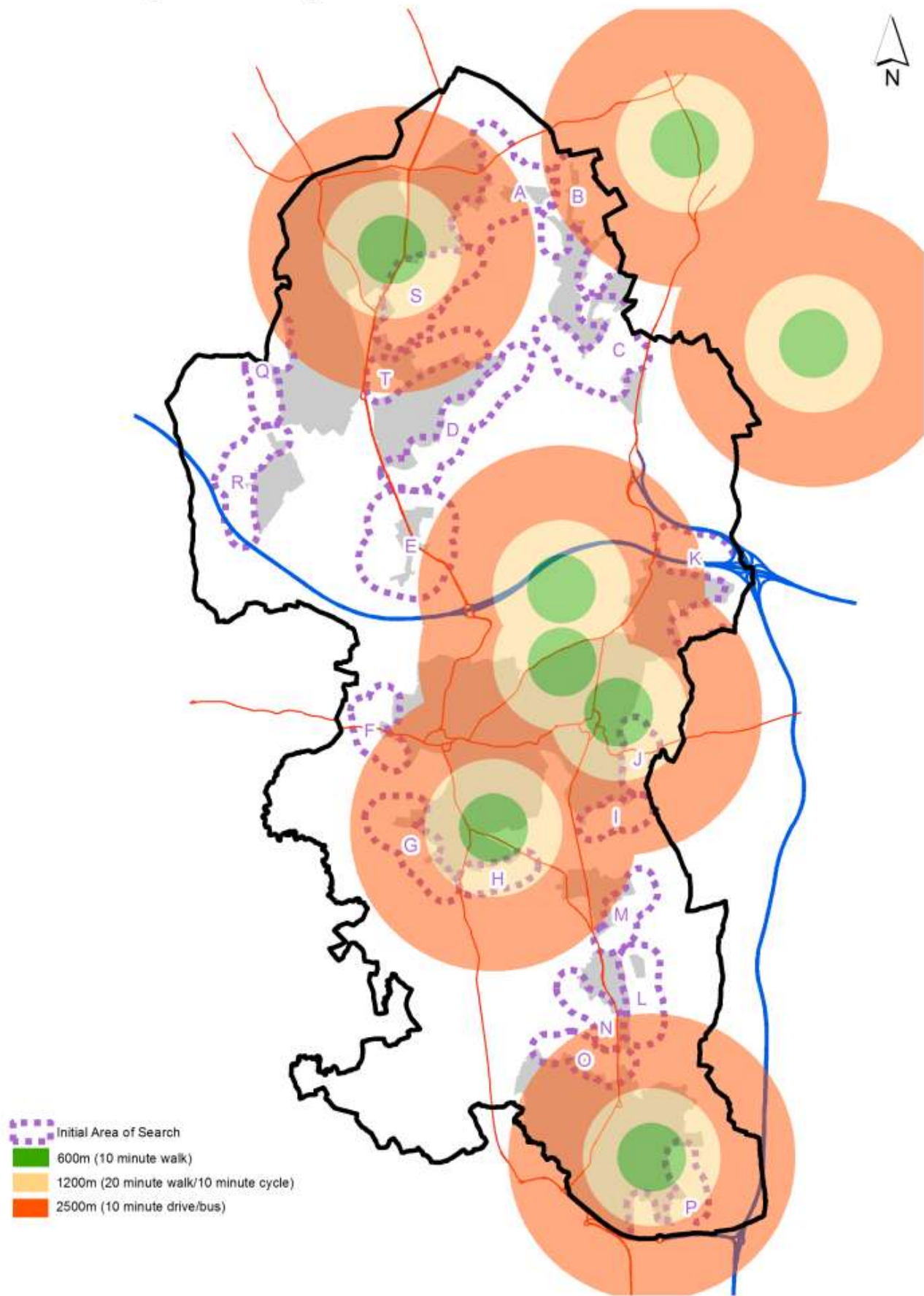
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Accessibility - Primary School



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Accessibility - Secondary School



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Annex 5

Summary of Task 4 Sustainability Appraisal of areas of search

Area of search	SA comment	Recommended for shortlisting (potential to accommodate urban extensions)
BAS A	This search area is fairly accessible, with positive scoring for reducing the need to travel and travel options. Land contamination, noise, light, air quality, climate change and flooding all score positively. There are negative impacts concerning landscape and heritage although these have not been scored as significant. On balance this broad area of search should be short-listed for further investigation into the potential for development for urban extensions.	Yes
BAS B	The scoring for this area of search is mainly neutral and positive, with a significant positive for flooding by virtue of the lack of flood risk. There is significant negative scoring for landscape because of the views associated with the area; this would be a long term impact. This negative scoring removes this area as a possibility as an urban extension due to the scale of development and it's potential impacts, however certain parts of the areas may be suitable for small scale development. The appraisal recommends that this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS C	There are a number of significantly negative scores for this option; these are for health and well being, accessibility, landscape, heritage, the need to travel and travel options. There are positive scores, the most significant being for land contamination and flooding; however the quantity of significant negatives for this area of search by far outweighs the positives. The appraisal recommends that this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS D	This BAS has scored negatively with regards to landscape, accessibility, health and wellbeing, travel options and economic growth. To a lesser extent, but still a negative scoring, are impacts on previously developed land. Positive scoring for this search area has come from the lack of flood risk in the area. Overall the significant impacts that have led to the negative scoring for this search area by far outweigh the positive impacts (there are other alternative areas also free from flood risk). This broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS E	There are negative scores for a number of sustainability objectives such as health and wellbeing, accessibility, land contamination, and economic growth. Landscape character scored a partly negative score as the area is split into distinct character types with the east being more sensitive to change. The search area scores a significant negative score for reducing the need to travel and travel options. The area scored positively against a number of environmental issues such as noise, light, air quality, climate change and biodiversity. The area scores significantly positive in terms of flood risk. In conclusion, parts of the search area may lend themselves to small scale development, but the inaccessibility and lack of transport options in this search area make this location unsustainable for accommodating an urban extension. The appraisal recommends that this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS F	This broad area of search has been scored negatively over several SA objectives. Landscape and heritage are significant concerns picked up through the SA, in addition to some concerns regarding biodiversity and flooding. The area has good	No

	amenity and recreation value and would impact negatively on the health and well being of the population should this be lost. In comparison to other search areas accessibility is good, although there are areas where accessibility is better (proximity to train station, better bus services). Due to the high level of negative scoring, the SA/SEA is recommending that this broad area of search is not short-listed for further investigation into the potential for development for urban extensions.	
BAS G	There are few significant negative issues associated with this area of search. One negative point is the accessibility to places of employment – this is slightly less of concern for the northern part of the search area. Positives for this area are for environmental concerns such as land contamination, air quality, light and noise. Positive scoring is also given for accessibility to services and facilities. Recommendations coming from the SA are in relation to travel and health and wellbeing. The accessibility into the countryside is currently poor, and there are limited areas for sport in the area, development could be used to bring positive impacts to the area in this regard. The appraisal recommends that this broad area of search be short-listed for further investigation into the potential for development for urban extensions.	Yes
BAS H	This BAS scored negatively for some SA objectives concerning certain parts of the search area – these scores are in relation to flooding, water quality and quantity, biodiversity, climate change and access to employment opportunities. The appraisal highlights that general accessibility (schools, local centre) is good, although the train station and town centre are some distance. The appraisal recommends that development is avoided in the eastern area to avoid impacts on biodiversity, and that all areas of flood risk are avoided. There are no landscape designations within the search area, however the LTCA highlighted some of the area as medium to high sensitivity, and these areas should be avoided. The appraisal acknowledges that there will be small parts of the search area that are not impacted by any of the aforementioned issues, and these areas may be suitable for limited small scale development, however the areas at risk from impacts from flooding and on biodiversity mean that this search area is unsuitable for an urban extension. The appraisal recommends that this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS I	This BAS has scored negatively in relation to landscape character, flooding, biodiversity, water quality and quantity, climate change, PDL and health and well being. However, there are some significant positive scores for this search area in relation to accessibility, travel and economic growth. In some ways this location is a sustainable one; however the green space and biodiversity deficit in Redhill are locally significant issues which, in combination with the high sensitivity of the landscape in this area, give more weight to the potential loss of this green space. On balance and compared with the alternative options this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS J	This BAS only scores negatively for one SA objective – contaminated land. Part of the search area is an active landfill site, which would need to be avoided. There may also be mitigation measures or remediation required in proximity to this site. The area scores positively in terms of accessibility, transport choices and economic growth. The area also scores positively for landscape and historic character, meaning that in comparison to the other search areas development in this area will have lesser impact on this as a sustainability objective. There is also a large amount of PDL in the search area. In light of the limited negative impacts, and numerous positive impacts the appraisal recommends that this broad area of search should be short-listed for further investigation into the potential for development for urban extensions.	Yes
BAS K	It is clear from the scoring of this BAS that development in the north of the search area is not sustainable. The objectives that indicate this are health and wellbeing (amenity value of north bund), flood risk, air quality and noise pollution.. The southern part of the search area has issues with flooding, and with biodiversity. The recommendations from this appraisal	No

	<p>are that the north and south of the search area are not allocated for development.</p> <p>The central part of the search area has an opportunity to increase the sustainability of the existing area by the addition of better footpaths and trails, as part of a development brief, to allow connectivity from the bund area (south of M25) to the southern SWT nature reserve. This will increase the appraisal scoring in relation to health and wellbeing, which is a particular issue for this area. Development in this section would also address the regeneration priorities of the council better than alternative search areas in terms of social issues and physical environment. The appraisal recommends the mid-section of the search area be considered for limited small scale development. However the search area as a whole has limiting factors that would not be suitable for a large scale urban extension. The appraisal recommends that this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.</p>	
BAS L	<p>This BAS scores negatively for SA objective health and well being due to the potential loss of recreation space and there being no GP or health facilities in walk-able distance. There is limited PDL in the search area. Concern was also raised about accessibility due to the distance the nearest schools and services, although this was balanced with the fact that there is a train station within the search area to give an overall neutral score for accessibility. There are positive scores for air and water quality, flooding, noise and light pollution and biodiversity. The appraisal scored this area with a significant positive score due to the low sensitivity of the landscape and historic environment. Balancing the concerns regarding accessibility to schools and other services with the low impact on the environment it is recommended that this search area lends itself to a large-scale development which would significantly alter the settlement size of Salfords. This would enable the services to come into the area, an additional primary school, and potentially an improvement in train frequency currently serving the settlement, which would all improve the sustainability of the area for existing residents. This scale of development would possibly be outside of the current plan period, and bringing it forward sooner may compromise regeneration and growth priorities elsewhere in the borough, particularly Horley. In order to be truly sustainable this search area would require a large scale development of around 2000 homes. The appraisal recommends that this broad area of search be short-listed for further investigation into the potential for development for urban extensions.</p>	Yes
BAS M	<p>There are generally positive and neutral scores for a number of objectives. Positive scores were given for most environmental objectives such as contaminated land, air, noise and water. Also flooding and proximity to employment and schools scored positively. There are no significant negative scores that are specific to this search area. Recommendations have been put forward to avoid development in the south of the search area, as development here would break up the east-west connectivity for biodiversity. There would also need to be mitigation for any development that would increase run-off into the watercourse. The appraisal recommends that this broad area of search be short-listed for further investigation into the potential for development for urban extensions.</p>	Yes
BAS N	<p>There are positive scores for proximity to employment areas, and for most environmental constraints (water, noise, air quality). Accessibility and health and wellbeing score negatively in the appraisal due to the limited facilities and services within the search area. In order to create a sustainable development in this area (bearing in mind the limited services and facilities, and particularly a school) a large-scale development would be required in order to enable the provision of these factors. There are significant landscape sensitivities to consider, but the search area could potentially improve access to the train station for new and existing development, and the search area is situated on a main transport corridor which is served by the Fastway bus service. The appraisal recommends that this broad area of search be short-listed for further investigation into the potential for development for urban extensions.</p>	Yes
BAS O	<p>This search area has negative scoring for biodiversity and water quality, but more significantly it scores negatively for flooding, both current flood issues, and predicted increases in flooding associated with climate change. The negative scoring</p>	No

	indicates that this area is not suitable for an urban extension; however the positive scoring for accessibility indicate that it should not be ruled out for additional smaller scale development, with siting and design taking account of flood risk.	
BAS P	The appraisal scores negatively for a number of objectives including air quality, noise, light, water quality, and flooding (both current issues and predicted increases in flooding associated with climate change). The area does have excellent accessibility, travel options and potential for low carbon technologies but the flooding and environmental impacts from Gatwick Airport are crucial in balancing the sustainability of this area as a future area for development. The negative scoring indicates that this area is not suitable for an urban extension, however the positive scoring for accessibility indicate that it should not be ruled out for additional smaller scale development, with siting and design taking account of flood risk, noise and air quality.	No
BAS Q	This broad area of search scored negatively against a number of SA objectives, these are: accessibility, biodiversity and economic growth. There were also significant negative impacts identified and these are: PDL, landscape and transport options and the need to travel. There are some positive sustainability attributes for the search area, and those are around environmental concerns such as air quality, light and noise, and climate change, the area is also at very low risk from flooding. The significant negative scores for travel and accessibility means that on balance the area is not suitable for an urban extension.	No
BAS R	This area scores positively for lack of flood risk, however there are negative scores for a number of sustainability objectives, these are: health and wellbeing, accessibility, PDL, air quality, noise, and biodiversity. There are significant negative scorings against landscape, heritage, economic growth and the need to travel and travel options. It is for these reasons that this broad area of search should not be short-listed for further investigation into the potential for development for urban extensions.	No
BAS S	The appraisal of this option has highlighted a number of significant negative impacts from designating this search area as an urban extension; these are for biodiversity, landscape and the need to travel and travel options. There are lesser negative scorings for health and wellbeing, PDL, accessibility and economic growth. There are no major environmental concerns such as air quality, noise and light and fluvial flooding is not an issue in the search area. In conclusion, the number of significant negatives against this option requires that the area is not short-listed for further investigation into the potential for development for urban extensions.	No
BAS T	The appraisal of this search area is reasonably well balanced in the number of positive and negative scorings, with the negative slightly outweighing the positive. The negative impacts from an urban extension on this location area around biodiversity, landscape and poor accessibility. The appraisal scores the area as significantly positive for flood risk, although as an alternative to other search areas that also do not have flood risk; this area has far greater negative implications for general sustainability issues such as reducing the need to travel and transport options. On balance the area is not suitable for an urban extension.	No

Annex 6

Task 4 Summary of consultation with neighbouring authorities and statutory agencies

Consultation with neighbouring authorities	
Mole Valley DC	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Areas of interest are 'F' and 'R'. Managing pressures on Green Belt; 'Strategic' gaps, in particular Reigate-Dorking and Tadworth-Ashted.
Feedback on technical work	Consistency between authorities in terms of 'strategic' Green Belt Assessment R/Q: Limited accessibility relative to other areas of search noted. MVDC would be concerned about impact on SAC. F: Area in a strategic gap but only forms a small part of this gap; north of railway has more limited accessibility; north of A25 is characterised by low density residential uses; part of south of area is affected by flooding. Therefore overall capacity likely to be limited. MVDC would be concerned with a SUE in this location, due to erosion of local gap and impact on A25
Outcomes	MVDC comments have informed technical work to identify preferred broad locations, particularly in relation to landscape/green belt assessment. Agreed commitment to continued joint working on issues of shared interest.
Tandridge DC	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Areas of interest: I, J, K (L&M). AONB boundary review; Cross boundary sites; Infrastructure (schools/traffic); Green Belt quality; Views
Feedback on technical work	RBBC should acknowledge where areas of search fall within the AONB review evaluation area(s). I&J: Some SHLAA sites within this area cross over into TDC. Impact on traffic into and around Redhill Town Centre and along the A25 in Tandridge will need to be considered. SCC seeking to provide a new secondary school in the E Redhill area. Any development within this area is likely to look to Redhill rather than East along the A25. Topography of the area: RBBC may want to consider impact of development on longer distance views to the area of search. K: The parts of this area closest to the motorways (particularly M25 embankment) would not be suitable for development, and there may be connectivity issues north of the M25. To the E of Merstham, the M23 provides a strong barrier which would limit future development potential: it is not considered that development here would have a major impact on TDC. Quality of Green Belt is a valid consideration: some sites in J and K may be more appropriate for development given their lower landscape value compared to other parts of RBBC. Areas L&M: development in these areas would not be likely to generate any substantive cross boundary issues.
Outcomes	TDC comments have informed technical work to identify preferred broad locations, in relation to landscape, green belt and infrastructure considerations. Agreed commitment to continued joint working on issues of shared interest.
Crawley BC	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Areas of interest: O & P. Specifically in relation to landscape character: Area P sits above Crawley Landscape Character Area 6. May be useful to consider read across of GI proposals in each borough. With development already on either side of the Balcombe Road down to the M23 and very little in the way of public rights of way between the two areas (because of the M23) housing development in the area of search may not add to a perceived joining together of Crawley/Horley/Gatwick, the perceived gap between Crawley's urban area and Horley Town being largely located within Crawley.

Feedback on technical work	P: Constraints in relation to noise contours and Flood Zone 2 noted; this would limit potential capacity. No additional concerns from CBC at this stage.
Outcomes	CBC comments have informed technical work, particularly in relation to landscape. Agreed commitment to continued joint working on issues of shared interest.
Epsom & Ewell BC	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Areas of interest: Q, and around Banstead. Impact of new development on infrastructure and services.
Feedback on technical work	Area Q: relatively poor accessibility discussed, along with landscape and biodiversity constraints which indicate large scale growth unlikely to be acceptable. Need to consider impact of development in the north of the borough (e.g. in and around Banstead) on adjoining authorities, and on the transport network.
Outcomes	EEBC comments have informed technical work to identified preferred broad locations, including in relation to landscape, biodiversity, transport and services. Agreed commitment to continued joint working on issues of shared interest.
LB Croydon	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Areas of interest: A, B, C. Infrastructure implications of growth
Feedback on technical work	Areas A & S: any development in this location would be likely to look to Banstead rather than towards LB Croydon. Areas B & C: accessibility issues in these locations were noted, which along with landscape and green belt sensitivities limit growth potential. Impact on transport network of overall growth levels has been modelled – the planned level of development appears to have limited impact in the north of RBBC.
Outcomes	LB Croydon comments have informed technical work to identify preferred broad locations, particularly in relation to accessibility considerations. Agreed commitment to continued joint working on issues of shared interest.
LB Sutton	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Areas of interest: A & B. Infrastructure implications of growth
Feedback on technical work	Areas A&B: pressures on highways network noted; public transport in these areas is also very limited. Education provision is a concern in both authorities and future pressure on primary and secondary schools will need to be considered and planned for.
Outcomes	LB Sutton comments have informed technical work to identify preferred broad locations, particularly in relation to infrastructure considerations. Agreed commitment to continued joint working on issues of shared interest.
Surrey County Council	
Nature of consultation	Methodology shared for comment; face to face meeting.
Summary of issues identified	Areas of interest: potentially all, particularly in relation to transport issues and education provision.
Feedback on technical work	Initial discussions indicated it would be most appropriate for the County Council's transport and education teams to be involved once preferred broad locations had been identified. Reference should be made to information about education provision in the IDP and to transport modelling carried out previously by the County to inform the Core Strategy which tested some hypothetical urban extensions on the basis of spatial direction provided by the South East Plan.
Outcomes	Agreed to provide further information to transport and education teams once

	preferred locations have been identified, for assessment/modelling.
Mayor of London	
Nature of consultation	Methodology shared for comment; meeting offered and declined.
Summary of issues identified	GLA do not wish to get involved in this work; RBBC will continue to consult with the Mayor at statutory/formal public consultation stages.
Feedback on technical work	
Outcomes	

Consultation with other bodies	
Gatwick Diamond (LEP sub-area)	
Nature of consultation	Provision of information about methodology/approach to area of search testing to Gatwick Diamond project group.
Summary of issues identified	Need to co-operate with neighbouring authorities in taking work forward; take account of read across to Gatwick Diamond LSS
Feedback on technical work	See 'Consultation with neighbouring authorities' table.
Outcomes	Ongoing joint working with Gatwick Diamond authorities as proposals progress.
English Heritage	
Nature of consultation	Methodology shared for comment; face to face meeting; draft area of search assessment forms shared for comment.
Summary of issues identified	Heritage as an important sustainability consideration. Statutory and local heritage assets and type/grading
Feedback on technical work	Identified need to include locally designated heritage assets and to factor in information about the type/grading of asset, and to consider more detailed decision aiding questions as part of the SA. EH provided comments on the statutory heritage assets within each area of search.
Outcomes	Advice from EH has informed technical assessment of areas in relation to heritage issues. Further discussions with EH to be held as required as preferred locations are identified. Input from EH into revised wording for CS policy CS2.
Homes and Communities Agency	
Nature of consultation	Methodology shared for comment; face-to-face meeting.
Summary of issues identified	Best stage for HCA involvement; Green Belt as a 'last resort' for development.
Feedback on technical work	HCA do not feel that it was appropriate to get involved at the 'broad locations' stage, however there is a potential role for them to input into the later stages (site allocations/ masterplanning). The importance of GB as a 'last resort' was discussed. Need to consider the issue of deliverability/ other developments ongoing elsewhere in the vicinity.
Outcomes	Agreement to engage with HCA as site allocations work progresses.
Environment Agency	
Nature of consultation	Methodology and area of search map shared for comment; phone/email feedback from EA specialists on range of topic areas.
Summary of issues identified	Flood risk; water supply/quality; land contamination; climate change.
Feedback on technical work	Flood risk: contact detail for sequential test work supplied. Ongoing liaison re Sequential Test. Water supply/quality: If developments increase projected demand in water resource zone(s) there may be problems with water supply. Suggest contact SESW. Urbanisation will almost certainly put added pressure on water resources, however by working with the Council on a development-by-development basis, the EA would hope to minimise the impacts. Land contamination: where contamination is suspected, the EA would expect land contamination assessments and remediation where necessary. Climate change: Sustainable design and construction have an important role

	to play in avoiding increased vulnerability to climate change and managing risks through adaptation.
Outcomes	Advice from EA has informed technical assessment of areas of search. Further engagement will be sought in relation to sequential test work. Future engagement will be important as design/siting of new development is considered in relation to avoidance/mitigation of impact; efficiency measures etc.
Natural England	
Nature of consultation	Methodology and area of search map shared for comment; phone/email feedback from NE.
Summary of issues identified	Impact of development on environment and amenity.
Feedback on technical work	RBBC need to consider: Impact of development on setting of AONB Impact on SAC/requirement for mitigation Potential loss of assets, including local landscape character, BAP habitats and ancient woodland, key components in wider habitat network, sites used by protected species, GI and accessible greenspace, agricultural land quality, impact on watercourses/wet habitats, public rights of way and access to the countryside. Criteria in CS4 and CS8 seem a reasonable basis for defining and testing options
Outcomes	Advice from NE has informed the technical assessment of areas of search. Future engagement will be important as preferred locations are taken forward, including in relation to local interest features and design and siting related avoidance and mitigation measures.
Thames Water	
Nature of consultation	Methodology shared for comment; face to face meeting.
Summary of issues identified	Treatment capacity; network connection; phasing of development
Feedback on technical work	TW have identified no 'showstoppers' in the borough or major concerns about treatment capacity. More likely to be issues around connection to and capacity of the existing network. Larger schemes may be able to provide their own sewerage infrastructure. For smaller schemes, advance discussions with TW and phasing of development is important to ensure that network upgrades can be identified and implemented through normal funding cycles. Proximity to existing treatment works is helpful, and physical barriers to connection also need to be considered. Odour may be an issue for development adjacent to STWs. Beyond this, at the 'broad locations' stage, TW is not able to identify any specific issues.
Outcomes	TW input will be important as RBBC move towards identifying specific sites and scales of growth, at which stage TW can model network capacity and identify preferred sites for new development.
Sutton and East Surrey Water	
Nature of consultation	Methodology shared for comment; face to face meeting.
Summary of issues identified	Overall water resource issues; localised infrastructure capacity/requirements.
Feedback on technical work	No showstoppers to development anticipated; development in locations that are not adjacent to the main urban areas may require new strategic mains; in those locations adjoining the main urban areas, new distributor mains may be required. The timeframes for development proposed will allow for SESW to plan for new infrastructure through their Business Plan cycles. In general terms, subject to planned infrastructure upgrades reflected in the IDP, no water resource issues are identified over the plan period.
Outcomes	Advice from SESW has been considered as part of preferred locations

	exercise. Further information about scale, location and timing of growth to be provided to SESW to help inform future business planning.
Gatwick Airport (Safeguarding)	
Nature of consultation	Methodology shared for comment; face to face meeting.
Summary of issues identified	Safeguarding and environmental issues, especially in Area P
Feedback on technical work	Area P: GAL confirmed that RBBC will need to consider aerodrome safeguarding constraints, in particular the height of new development and implications for radar. It is unlikely that there will be any absolute constraints to development but it will be important for RBBC to engage with GAL should development be progressed in these areas to ensure that siting and design decisions properly take account of these issues (e.g. SUDs, renewable energy measures etc.)
Outcomes	Advice from GAL has informed technical assessment. Ongoing engagement will be important as work progresses if development is located in sensitive areas.
Highways Agency	
Nature of consultation	Methodology shared for comment; phone conversation
Summary of issues identified	Impact of development on strategic road network.
Feedback on technical work	At this stage, the work being undertaken to provide more geographical specificity about where growth is planned would not be expected to have a material impact on the strategic road network. The HA does not need to be further involved at this stage.
Outcomes	HA recommends that at the consultation stage the evidence base is up to date.
Network Rail	
Nature of consultation	Methodology shared for comment.
Summary of issues identified	No feedback received to date.
Feedback on technical work	
Outcomes	
Surrey PCT	
Nature of consultation	Methodology shared for comment. Phone conversation and email correspondence
Summary of issues identified	Impact of development on public health provision.
Feedback on technical work	Engagement will be most appropriate once more detailed information about sites and numbers of houses/population growth is available. Testing using a sustainability framework is helpful. Consideration should be given to locating development in proximity to public transport/existing services, also to flexible design of housing, creating strong communities and providing for specialist housing needs.
Outcomes	Advice from PCT has informed technical assessment. Ongoing engagement with both the public health team and GPs commissioning consortia will be essential as more detail about siting and scale becomes available.

Annex 7
Summary of findings for each Area of Search

	Sustainability Appraisal – Could the area accommodate a strategic urban extension sustainably?	Strategic Green Belt function – How important, overall, is the area of search in terms of Green Belt functions?	Flood risk – To what extent is the area affected by Flood Zone 2/3?	Fit with overall spatial strategy – Does the area of search fit with the overall spatial strategy in the CS?	Conclusion (reason)
A	Yes	Important (preventing sprawl and openness)	None	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of GB function).
B	No	Important (preventing sprawl and openness)	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).
C	No	Important (preventing merging and openness)	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).
D	No	Important (preventing merging and openness)	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).
E	No	Very important/Important (preventing merging and openness). Less important in part.	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).
F	No	Very important (historic setting)	Partially affected	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function).
G	Yes	Less important (openness)	Slightly affected	Yes	Suitable for strategic-scale urban extension subject to avoiding areas of flood risk. Prioritise on basis of fit with spatial strategy.
H	No	Important/Less important (preventing merging and openness)	Partially affected	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function).
I	No	Very important (preventing merging)	Partially affected	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function).
J	Yes	Less important (preventing merging)	Slightly affected	Yes	Suitable for strategic -scale urban extension. Prioritise on basis of fit with spatial strategy.
K	No	Important/Less important (openness)	Partially affected	Yes	Unsuitable for strategic-scale urban extension however SA identified opportunity in central area. Prioritise on basis of fit with spatial strategy.
L	Yes	Less important (openness)	Slightly affected	No	Suitable for strategic-scale urban extension subject to avoiding areas of flood risk. Longer term option as does not fit with current spatial strategy.
M	Yes	Important/Very important in part (preventing merging and openness)	Slightly affected	No	Unsuitable for strategic –scale urban extension (ruled out on basis of GB functions, also lack of fit with spatial strategy).
N	Yes	Important/Very important in part (preventing merging and openness)	Slightly affected	No	Unsuitable for strategic –scale urban extension (ruled out on basis of GB functions, also lack of fit with spatial strategy).
O	No	Very important in part (preventing merging). Most of area not within GB	Highly affected	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings and flood risk). Some limited small scale potential. Location beyond the Green Belt means area should be prioritised.
P	No	Area not within GB	Highly affected	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings and flood risk). Some limited small scale potential. Location beyond the Green Belt means area should be prioritised.
Q	No	Important (openness)	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).
R	No	Important (openness and historic setting)	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).
S	No	Important (preventing merging and openness)	None	Yes	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function).
T	No	Important (preventing merging and openness)	None	No	Unsuitable for strategic-scale urban extension (ruled out on basis of SA findings, also GB function, and lack of fit with spatial strategy).

Annex 8

Changes proposed to the Core Strategy

Document Ref	Published (tracked changes in red indicate minor modification suggested May 2012)	Amended (tracked changes in green indicate modifications being suggested Dec 2012)
6.2.3-6.2.8	<p>6.2.3 In allocating land for future development the Council will look sequentially across the borough.-The Council's priority areas for growth and regeneration are Redhill town centre, Horley town centre, Preston and Merstham regeneration areas and the two new neighbourhoods in Horley. The other town centres also offer opportunities for sustainably located development, and many other urban locations are highly accessible and well suited for future development. Smaller scale development may also be appropriate in other urban areas. This approach will enable the use of existing services and infrastructure, promote the efficient reuse of urban land and ensure that allocated sites are sustainable and consistent with the Council's overarching spatial strategy. <u>Further information about this approach is provided in section 5.1.</u></p> <p>6.2.4 The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA), a review of employment land, and landscape character assessment and a retail and leisure needs assessment to support the development of the Core Strategy. These will be reviewed from time to time to ensure up to date robust information is available to inform any future the <u>identification of</u> site allocations <u>and will be reviewed regularly.</u></p> <p>6.2.45 In the longer term, development opportunities-within the urban area may become more limited. Our spatial strategy therefore recognises that some greenfield development may be is likely to be required <u>in the future</u>; however such development this will only be considered in the most sustainable locations, and in the latter part of the plan period when regeneration opportunities and the Horley new neighbourhoods have been <u>substantially</u> delivered, and if other development opportunities within the urban area are exhausted. Monitoring targets and triggers ensure that land will only be released for sustainable urban extensions in</p>	<p>6.2.3 In allocating land for future development the Council will look sequentially across the borough.The Council's priority areas for growth and regeneration are Redhill town centre, Horley town centre, Preston and Merstham regeneration areas and the two new neighbourhoods in Horley. The other town centres also offer opportunities for sustainably located development, and many other urban locations are highly accessible and well suited for future development. Smaller scale development may also be appropriate in other urban areas. This approach will enable the use of existing services and infrastructure, promote the efficient reuse of urban land and ensure that allocated sites are sustainable and consistent with the Council's overarching spatial strategy. <u>Further information about this approach is provided in section 5.1.</u></p> <p>6.2.4 The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA), a review of employment land, and landscape character assessment and a retail and leisure needs assessment to support the development of the Core Strategy. These will be reviewed from time to time to ensure up to date robust information is available to inform any future the <u>identification of</u> site allocations <u>and will be reviewed regularly.</u></p> <p>6.2.45 In the longer term, development opportunities-our evidence indicates that opportunities within the urban area may become more limited. Our spatial strategy therefore recognises that some greenfield development, <u>to accommodate up to 1,600 homes,</u> may be is likely to be will be required <u>in the future</u>; however such development this will only be considered in the most sustainable locations, and in the latter part of the plan period (after 2022) when regeneration opportunities and the Horley new neighbourhoods have been <u>substantially</u> delivered, and if other development opportunities within the urban area are exhausted. Monitoring targets and triggers <u>will</u> ensure that land will only be released</p>

	<p>these circumstances.</p> <p>6.2.56 The location of potential sustainable urban extensions will be guided by the following criteria:</p> <ul style="list-style-type: none"> a. Fit with our overall spatial strategy and the criteria for sustainable development set out in CS8. b. Consideration of landscape character and sensitivity. c. Those areas of land that have a realistic chance of being developed (not covered by constraints such as AONB) and are not within proximity of the Mole Gap to Reigate Escarpment (to avoid any urbanising impact on the SAC). d. Those areas which adjoin the urban area and are accessible to existing public transport/service provision. e. Those areas of land which do not make a significant contribution to fulfilling Green Belt functions. <p>6.2.67 Further work to test and identify specific sites for potential urban extensions – <u>taking these criteria as a starting point – is being will be undertaken to inform the DMP and Proposals Map. This will include a Green Belt review, and options testing</u></p>	<p>for sustainable urban extensions in these circumstances. <u>If unanticipated, but more sustainable, opportunities come forward in the urban area this may mean that the need for greenfield development is pushed back or that the scale is less than currently estimated; conversely, if identified opportunities fail to come forward, greenfield development may be required earlier in the plan period. Regular monitoring against identified ‘trigger points’ will ensure that greenfield sites are only released for development as a last resort, when other opportunities have been exhausted.</u></p> <p>6.2.56 The location of potential sustainable urban extensions will be guided by the following criteria:</p> <ul style="list-style-type: none"> a. Fit with our overall spatial strategy and the criteria for sustainable development set out in CS8. b. Consideration of landscape character and sensitivity. c. Those areas of land that have a realistic chance of being developed (not covered by constraints such as AONB) and are not within proximity of the Mole Gap to Reigate Escarpment (to avoid any urbanising impact on the SAC). d. Those areas which adjoin the urban area and are accessible to existing public transport/service provision. e. Those areas of land which do not make a significant contribution to fulfilling Green Belt functions. <p><u>The following locations have been identified as the preferred broad locations for urban extensions:</u></p> <ul style="list-style-type: none"> <u>a. small scale opportunities adjoining the urban area of Horley.</u> <u>b. the area to the East of Redhill and East of Merstham, with potential for approximately 500-700 new homes</u> <u>c. the area to the South and West of Reigate, around Woodhatch, with potential for approximately 500-700 new homes.</u> <p><u>A development opportunity, with potential in the longer term (beyond this plan period) has also been identified East of Salfords: The DMP will consider whether land in this area needs to be safeguarded for possible future allocation through the Local Plan review process.</u></p> <p>6.2.67 Further work to test and identify specific sites for potential urban extensions – taking these criteria as a starting point – is being <u>will be undertaken to inform the DMP and Proposals Map. This will include a detailed Green Belt boundary review, and consideration of local level constraints and opportunities, and the infrastructure and service</u></p>
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	<p>(including consideration of sustainability and accessibility issues)., will be undertaken to inform the DMP and Proposals Map, and Sites identified through these studies will be further scrutinised against Core Strategy policies and will be subject to Sustainability Appraisal before choices are made about land allocations. Area Action Plan(s) will be prepared to ensure that any urban extensions that are required are located, planned, designed and delivered sustainably.</p> <p>6.2.7 The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA), a review of employment land, and landscape character assessment and a retail and leisure needs assessment to support the development of the Core Strategy. These will be reviewed from time to time to ensure up to date robust information is available to inform any future site allocations.</p> <p>6.2.8 Additional studies will explore potential locations for urban extensions. This will include a review of Green Belt boundaries. Sites identified through these studies will be further scrutinised against Core Strategy policies and will be subject to Sustainability Appraisal before choices are made about land allocations.</p>	<p>requirements resulting from new development. options testing (including consideration of sustainability and accessibility issues)., will be undertaken to inform the DMP and Proposals Map, and Sites identified through these studies will be further scrutinised against Core Strategy policies and will be subject to Sustainability Appraisal before choices are made about land allocations. Masterplans Area Action Plan(s) will be prepared to ensure that any urban extensions that are required are located, planned, designed and delivered sustainably.</p> <p>6.2.7 The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA), a review of employment land, and landscape character assessment and a retail and leisure needs assessment to support the development of the Core Strategy. These will be reviewed from time to time to ensure up to date robust information is available to inform any future site allocations.</p> <p>6.2.8 Additional studies will explore potential locations for urban extensions. This will include a review of Green Belt boundaries. Sites identified through these studies will be further scrutinised against Core Strategy policies and will be subject to Sustainability Appraisal before choices are made about land allocations.</p>
CS4 Allocation of Land for Development	<p>The Council will prioritise the allocation of land for, and delivery of, development in sustainable locations as set out below.</p> <p><u>Short to medium term (up to 2022)</u></p> <p>1. Priority locations for growth and regeneration (of equal priority):</p> <ul style="list-style-type: none"> - Redhill town centre. - Horley town centre - Horley North East and North West sectors. - Preston regeneration area. - Merstham regeneration area. - Other regeneration areas as identified by the Council and its partners. <p><u>Throughout the plan period</u></p> <p>2. Built up areas of Redhill, Reigate, Horley and Banstead:</p> <p>a. Town centres first, then</p>	<p>1. The Council will prioritise the allocation of land for, and delivery of, development in sustainable locations as set out below.</p> <p>Short to medium term (up to 2022)</p> <p>1.1 Priority locations for growth and regeneration (of equal priority):</p> <ul style="list-style-type: none"> - Redhill town centre. - Horley town centre - Horley North East and North West sectors. - Preston regeneration area. - Merstham regeneration area. - Other regeneration areas as identified by the Council and its partners. <p>Throughout the plan period</p> <p>1.2 Built up areas of Redhill, Reigate, Horley and Banstead:</p> <p>a Town centres first, then</p>

	<p>b. Edge of centre locations within walking distance of town centres.</p> <p>3. Other sustainable sites in the existing urban area, according to the criteria for sustainable development set out in Policy CS8.</p> <p><u>Beyond 2022</u></p> <p>4. Sustainable urban extensions may be required. The precise scale and location of these will be determined through further study guided by the criteria for sustainable development set out in CS8 and consideration of landscape character and sensitivity. Areas of search will include:</p> <p>a. Those areas of land that have a realistic chance of being developed (not covered by constraints such as AONB) and are not within proximity of the Mole Gap to Reigate Escarpment (to avoid any urbanising impact on the SAC).</p> <p>b. Those areas which adjoin the urban area and are accessible to existing public transport/service provision.</p> <p>c. Those areas of land which do not make a significant contribution to fulfilling Green Belt functions.</p>	<p>• b. Edge of centre locations within walking distance of town centres.</p> <p>iii 3. Other sustainable sites in the existing urban area, according to the criteria for sustainable development set out in Policy CS8.</p> <p><u>Beyond 2022</u></p> <p><u>2.4. The release of land adjoining the urban area will be needed to meet the housing requirements set out in Policy CS11, unless unanticipated opportunities arise within the urban area that align with (1) above. Broad geographic locations have been identified for urban extensions, in order of priority:</u></p> <p><u>i. Non-Green Belt land adjoining the urban area of Horley: small scale extensions</u></p> <p><u>ii. East of Redhill and East of Merstham: 500-700 homes</u></p> <p><u>iii. South and West of Reigate (Woodhatch): 500-700 homes</u></p> <p><u>3. Sites (including for urban extensions) will be allocated in the Development Management Policies DPD, taking account of:</u></p> <ul style="list-style-type: none"> <u>• environmental and amenity value</u> <u>• localised constraints and opportunities,</u> <u>• the need to secure appropriate infrastructure/service provision; and</u> <u>• other relevant criteria as set out in Policy CS8.</u> <p><u>4. The release of allocated sites adjoining the urban area will be determined through regular monitoring of identified land supply within the borough against detailed triggers identified through the DMP. Sustainable urban extensions may be required. The precise scale and location of these will be determined through further study guided by the criteria for sustainable development set out in CS8 and consideration of landscape character and sensitivity.</u></p> <p><u>Areas of search will include:</u></p> <p><u>a. Those areas of land that have a realistic chance of being developed (not covered by constraints such as AONB) and are not within proximity of the Mole Gap to Reigate Escarpment (to avoid any urbanising impact on the SAC).</u></p> <p><u>b. Those areas which adjoin the urban area and are accessible to existing public transport/service provision.</u></p> <p><u>c. Those areas of land which do not make a significant contribution to fulfilling Green Belt functions.</u></p>
6.6.8	6.6.8 <i>Future expansion potential:</i> Beyond 2022, there may be a need to find additional sites for housing adjoining the urban area if	6.6.8 <i>Future expansion potential:</i> Beyond 2022, there may be a need to find additional sites for housing adjoining the urban area if insufficient

	<p>insufficient opportunities arise within existing built-up areas. Further work will be undertaken to explore the potential for one or more sustainable urban extensions in the borough, taking into account issues of landscape character, the Green Belt, accessibility and infrastructure capacity. Sustainable urban extension sites will only be brought forward when regeneration opportunities and the Horley new neighbourhoods have been delivered, and if other development opportunities within the urban area are exhausted. Site allocations will be progressed through the DMP and/or Area Action Plans.</p>	<p>opportunities arise within existing built-up areas. Further work will be undertaken to explore the potential for one or more sustainable urban extensions in the borough, taking into account issues of landscape character, the Green Belt, accessibility and infrastructure capacity. Sustainable urban extension sites will only be brought forward when regeneration opportunities and the Horley new neighbourhoods have been delivered, and if other development opportunities within the urban area are exhausted. Site allocations will be progressed through the DMP and/or Area Action Plans. The area to the East of Redhill, and East of Merstham, has been identified as a broad geographic location for urban extensions with capacity for approximately 500-700 new homes. Sites will be allocated through the DMP. Sites to the East of Redhill will only be released for development once it is clear that prior to occupation of the development:</p> <p>a. improvements to the transport network in Redhill will have been implemented; and</p> <p>b. new school capacity (secondary and primary) will have been delivered.</p> <p>Sites to the East of Merstham will only be released for development once it is clear that prior to occupation of the development;</p> <p>a. Improvements to service provision within Merstham Estate Local Centre will have been delivered.</p>
CS6 Area 2a	<p>Borough-wide broad locations: Sustainable urban extension(s) ... 1,750 ... 2017-2022</p>	<p>Borough-wide broad locations: Sustainable urban extension(s) ... 1,750 ... 2017-2022</p> <p>Sustainable urban extensions ... up to 700 ... By 2027</p>
6.7.8	<p>6.7.8 <i>Future expansion potential:</i> Beyond 2022, there may be a need to find additional sites for housing adjoining the urban area if insufficient opportunities arise within existing built-up areas. Further work will be undertaken to explore the potential for one or more sustainable urban extensions in the borough, taking into account issues of landscape character, the Green Belt, accessibility and infrastructure capacity. Sustainable urban extension sites will only be brought forward when regeneration opportunities and the Horley new neighbourhoods have been delivered, and if other development opportunities within the urban area are exhausted. Site allocations will be progressed through the DMP and/or Area Action Plans.</p>	<p>6.7.8 <i>Future expansion potential:</i> Beyond 2022, there may be a need to find additional sites for housing adjoining the urban area if insufficient opportunities arise within existing built-up areas. Further work will be undertaken to explore the potential for one or more sustainable urban extensions in the borough, taking into account issues of landscape character, the Green Belt, accessibility and infrastructure capacity. Sustainable urban extension sites will only be brought forward when regeneration opportunities and the Horley new neighbourhoods have been delivered, and if other development opportunities within the urban area are exhausted. Site allocations will be progressed through the DMP and/or Area Action Plans. The area to the South and West of Reigate (Woodhatch), has been identified as a broad geographic locations for urban extensions with capacity for approximately 500-700 new homes. Sites in this broad location will be allocated through the DMP and will</p>

		<u>only be released for development once opportunities to the East of Redhill have been granted permission.</u>
CS6 Area 2b	Borough-wide broad locations: Sustainable urban extension(s) ... 1,750 ... 2017-2022	Borough-wide broad locations: Sustainable urban extension(s) ... 1,750 ... 2017-2022 <u>Sustainable urban extensions ... up to 700 ... By 2027</u>
	6.8.7 <i>Future expansion potential:</i> Beyond 2022, there may be a need to find additional sites for housing adjoining the urban area if insufficient opportunities arise within existing built-up areas. Further work will be undertaken to explore the potential for one or more sustainable urban extensions in the borough, taking into account issues of landscape character, the Green Belt, accessibility and infrastructure capacity, and flooding, noise and air quality constraints. Sustainable urban extension sites will only be brought forward when regeneration opportunities and the Horley new neighbourhoods have been delivered, and if other development opportunities within the urban area are exhausted. Site allocations will be progressed through the DMP and/or Area Action Plans.	6.8.7 <i>Future expansion potential:</i> Beyond 2022, there may be a need to find additional sites for housing adjoining the urban area if insufficient opportunities arise within existing built-up areas. Further work will be undertaken to explore the potential for one or more sustainable urban extensions in the borough, taking into account issues of landscape character, the Green Belt, accessibility and infrastructure capacity, and flooding, noise and air quality constraints. Sustainable urban extension sites will only be brought forward when regeneration opportunities and the Horley new neighbourhoods have been delivered, and if other development opportunities within the urban area are exhausted. Site allocations will be progressed through the DMP and/or Area Action Plans. The opportunity for some small scale urban extensions adjoining the Horley urban area has been identified. Development in this location will only be acceptable on sites allocated through the DMP, which will consider local constraints such as flood risk, and the level of noise and air pollution.
CS6 Area 3	Borough-wide broad locations: Sustainable urban extension(s) ... 1,750 ... 2017-2022	Borough-wide broad locations: Sustainable urban extension(s) ... 1,750 ... 2017-2022 <u>Sustainable urban extensions ... up to 200 ... By 2027</u>
7.4.3	7.4.43 This h Housing provision will be focused in the first 10 years of the plan period within the existing urban area, in particular to deliver the priorities for regeneration and growth identified in Policy CS4. Focusing on the delivery of regeneration priorities will ensure that the potential of the borough to support future growth in a sustainable manner is maximised. However, housing land supply evidence indicates that it may not be possible to accommodate the total level of growth within the existing urban area. In the latter stages of the plan period, s Should sufficient sustainable sites within the urban area as defined by this policy not be found, it is anticipated that it may be necessary to identify one or more urban extensions, adjacent to the existing urban area, in the most sustainable and least sensitive parts of the borough. These are planned for in the latter stages of the plan	7.4.43 This h Housing provision will be focused in the first 10 years of the plan period within the existing urban area <u>in the short to medium term</u> , in particular to deliver the priorities for regeneration and growth identified in Policy CS4. Focusing on the delivery of regeneration priorities will ensure that the potential of the borough to support future growth in a sustainable manner is maximised. However, current housing land supply evidence indicates that it may will not be possible to accommodate the total level of housing growth within the existing urban area. In the latter stages of the plan period, s Broad locations for sustainable urban extensions to accommodate the additional housing required to deliver the housing target (up to 1,600 homes) have been identified: these will require the release of Green Belt land, and therefore sites will only be released for development in exceptional circumstances, in line with Policies CS1b and CS4. Should sufficient sustainable sites within the

	<p><u>period to ensure that opportunities within the urban area are maximised, that release of Green Belt land only takes place in exceptional circumstances, in line with national policy, and that they properly planned (see also CS4).</u></p>	<p>urban area as defined by this policy not be found, it is anticipated that it may be necessary to identify one or more urban extensions, adjacent to the existing urban area, in the most sustainable and least sensitive parts of the borough. These are planned for in the latter stages of the plan period to ensure that opportunities within the urban area are maximised, that release of Green Belt land only takes place in exceptional circumstances, in line with national policy, and that they properly planned (see also CS4).</p>
Implementation and Monitoring	<p>[new paras]</p>	<p>8.4 <u>Urban extensions:</u> The preferred broad locations for urban extensions in policy CS4 have been identified by the Council on the basis of comprehensive testing and appraisal at a strategic scale. Sites for urban extensions will be tested and allocated through the Development Management Policies document and the Proposals Map. Allocations will be supported by policies in the DMP relating to the design and siting of development. These policies will include measures to mitigate and/or avoid the impact of new development, taking account of local-level constraints and infrastructure and service requirements generated by the new population. Detailed Area Action Plans or masterplans may also be prepared for the proposed urban extensions.</p> <p>8.5 The DMP will also include detailed monitoring targets and trigger points, building on those in the Core Strategy monitoring framework, to ensure that allocated sites are only released for development should sufficient opportunities for growth not be identified in sustainable locations in the urban area.</p>