



Development Management Plan (Regulation 19)

Safeguarded land for development beyond the plan period

December 2017

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1. Introduction

- 1.1. This report sets out the Council's approach to safeguarded land and has informed the emerging Development Management Plan (DMP). "Safeguarded land" is land currently in the Green Belt which, following a subsequent local plan review, could be allocated as a site for development beyond the current plan period (i.e. post 2027).
- 1.2. Accordingly, this report covers:
 - The methodology used to determine the need for, the amount and the location of safeguarded land, taking account of relevant local circumstances
 - Potential site identification
 - Technical work - objective assessment
 - Recommendations
- 1.3. This report also considers the "exceptional circumstances" which justify altering Metropolitan Green Belt boundaries against the objective to ensure Green Belt permanence in the long term and beyond the plan period. It is clear from Ministerial Statements and elsewhere that the identification of a shortage of unconstrained and deliverable housing sites (unconstrained or affected by national planning policy designations) is not in itself sufficient justification for de-designating Green Belt. It is therefore necessary to consider the topic of "safeguarding" further.
- 1.4. The approach and outcomes have been informed by national policy, legal advice, future trends, Government statements and comparative examples of, good practice elsewhere.

2. Policy Context

National Policy and guidance

- 2.1 The National Planning Policy Framework (NPPF) 2012 sets out the governments' national planning policy. Paragraph 85 sets out national planning policy for safeguarding land. Also relevant are Paragraphs 83 and 84 which refer to Green Belt boundaries. See extract below (emphasis added):

83. Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended

permanence in the long term, so that they should be capable of enduring beyond the plan period.

84. When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

85. When defining boundaries, local planning authorities should:

- where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period;

2.2 Paragraph 85 identifies that a local planning authority, in order to address longer term development needs, may need to identify land beyond urban areas. The action would also ensure the permanence of Green Belt boundaries beyond the plan period.

2.3 Paragraph 85 indicates that protection from development will continue to be afforded to safeguarded land until, following the process of preparing a new Local Plan review, they are either allocated or are not allocated, to be informed by local circumstances at the point in time. Should the safeguarded sites be not required then the "need" which previously justified consideration to be safeguarded will have diminished but it will still be appropriate to consider at the time of the Local Plan review whether exceptional circumstances exist and which are relevant prior to reconstituting the site as Green Belt.

2.4 A Commons Debates was held in May 2014 in response to concerns regarding the concept of 'Safeguarded Land'. At this debate, Nick Boles stipulated that whilst the terminology within the NPPF was not sufficiently clear, that the allocation of such land must have regard to the following:

'Safeguarding is not a requirement for every local authority with green-belt land. It is something that it can choose to do, but only if necessary. If the plan that it puts

forward has provisions to meet housing needs in full and if other sites are available for potential future development beyond the life of the plan, it may well be that safeguarding land is unnecessary’.

- 2.5 Nick Boles further explained that the concept of safeguarded land has a good justification in some areas for the following reason: if future development needs are likely to require further difficult choices about some sites in the green belt, it is better to be clear that certain sites might someday have to have their status reviewed, than to have the entire green belt under some abstract possible future threat.
- 2.6 The Minister accepted that there may be some misunderstanding over the term “safeguarding” and that this is a matter which will be considered for clarification in the review of the NPPF. The relevant excerpt from Hansard is attached at **Appendix 1**.

Core Strategy

- 2.7 The Council’s Core Strategy (CS), adopted in 2014, sets out the housing requirement for the plan period 2012 – 2027.
- 2.8 Policy CS3 confirms that ‘land may be safeguarded through the DMP in order to provide options to meet development needs beyond the plan period. Safeguarded land will only be allocated through a subsequent local plan review and will be subject to Green Belt policy until such time.”
- 2.9 The Core Strategy Inspectors Report¹ (paragraphs 57 and 58) concluded that :

The Sustainable Urban Extension technical studies supporting the Core Strategy (CS) identified a large area East of Salfords as having potential to be safeguarded for a large scale development. However, it also recognised that to allocate this site would not be consistent with the Core Strategy spatial approach (of medium-size extensions to main urban areas to supplement urban development), and its location just north of Horley means that delivery of the priority sites on the edge of Horley might be compromised if East of Salfords was introduced during the plan period.

- 2.10 Therefore, whilst East of Salfords appears to have potential for development, it was acknowledged that further work would be required to determine whether or not it should be identified as safeguarded land.

3. Other Local Authority Approaches

¹ http://www.reigate-banstead.gov.uk/info/20380/current_planning_policy/24/core_strategy

- 3.1 The Planning Advisory Service issued an advice note ('The Big Issues – Green Belt' (Update February 2015)²) which looked at the reality of plan-making and the Green Belt and included consideration of the approach to safeguarded land within Local Plans. The advice note comments that there is no guidance available for Local Authorities on how to interpret the national policy on safeguarded land, nor any consistent pattern discernible from Local Plan examinations.
- 3.2 The approach that other Local authorities have taken has been reviewed by Arup. The full report is available at **Appendix 2**, however the key points are summarised below:
- The review of Inspector's Decision Letters, Inspector's Reports, and good practice demonstrates that the approaches to defining safeguarded land vary significantly.
 - Some local planning authorities are choosing not to safeguard any land to meet longer term needs beyond the plan period; some are postponing the identification of safeguarded land, whereas others are setting out 10 years' worth of safeguarded land based upon the existing objectively assessed housing need figure for their area.
 - There is also no conclusive approach for selecting where safeguarded land should be identified, once it is decided that it should be delivered to meet longer terms needs.

4. Development Management Plan Regulation 18 Consultation

- 4.1 The Development Management Plan (DMP) Proposed Policy Approach MLS2 advised that the Council was considering whether land should be safeguarded for development beyond the current plan period.
- 4.2 The Council consulted on whether land should be taken out of the Green Belt and safeguarded for development beyond the Core Strategy (proposed policy approach MLS2).
- 4.3 The proposed policy approach advised that the land would continue to be treated as though it were Green Belt. It would only be developed if further work as part of a future Local Plan Review to assess its appropriateness for development concluded that the land should be developed, and the site was allocated for development through that future Local Plan Review.

² <https://www.local.gov.uk/sites/default/files/documents/green-belt-244.pdf>

4.4 The Council invited comments on this issue through the Regulation 18 DMP consultation between August and October 2016. The main issues raised at Regulation 18 with regards to safeguarding were:

- A number of comments supported the proposed approach of identifying land for safeguarding beyond the end of the plan period
- Some comments claimed that safeguarding land is not required and would not be beneficial to the borough
- Some comments suggested that identifying safeguarded land would damage the integrity or permanence of the Green Belt and leave it open to continual pressure for development
- Surrey County Council commented asking for clarification about the process of identifying safeguarded land
- Some comments argued that if land could be identified for safeguarding, then this land should be made immediately available to meet current needs, including the unmet need of neighbouring boroughs, rather than being safeguarded until the end of the current plan period
- One comment suggested that land for elderly accommodation should be specifically safeguarded due to the ageing population of the borough

4.5 The Council responded to these comments in the Consultation Statement. Broadly, the Council's response noted that:

- A consideration of potential safeguarding land from within the Green Belt is appropriate and provided for in national policy as consistent with ensuring the permanence of the Green Belt. This will contribute to the soundness and compliance of the DMP.
- The Council currently meets its target for a five year housing land supply, and the DMP allocates sites that the Council believes will continue to achieve this target for the duration of the current plan period but beyond the Plan period there is a probability that Green Belt land will be required in order to achieve some additional housing to meet local need.
- That there is a policy in the DMP on elderly accommodation, which is intended to ensure that this type of accommodation is provided to a suitable degree, and that safeguarding land specifically for this purpose is unnecessary.
- And that there are constraints on the proposed safeguarded site, particularly around infrastructure, which makes it unsuitable for immediate use for housing development.

5. Need for Safeguarded Land

- 5.1 The above narrative has informed the consideration of whether it is appropriate and expedient to safeguard Metropolitan Green Belt land.

Housing need:

- 5.2 The Core Strategy process identified a full objectively assessed need for housing for the borough of 600 – 640 homes per year. The Core Strategy Examination was concluded with the Inspector accepting the Council's proposition that due to environmental constraints, capacity considerations and deliverability issues, that the Council's housing target should be less i.e. 460 homes per annum as a minimum.
- 5.3 The importance of Green Belt as a national policy designation for plan making purposes, where development should be restricted in the interests of sustainable development, is referred to in the NPPF para 14 (and footnote 9).
- 5.4 The Core Strategy Inspector concluded, notwithstanding NPPF para 14, that it was necessary for some Metropolitan Green Belt land in Reigate & Banstead Borough to be appropriated for housing purposes to contribute towards meeting some of the unmet and identified objectively assessed housing need. To this effect the Inspector asked the council to explain in the Core Strategy how this is to be considered further in the preparation of the DMP in order to provide options to meet development needs beyond the plan period.
- 5.5 There is every reason to consider that pressures to provide a quantum of housing land outside the built up areas will continue beyond the present plan period. Although the DMP is not the place to rehearse alternative OAHN calculations it is worth noting that the "illustrative" housing need calculations contained in the Government's consultative document "Planning for the right homes in the right places" September 2017 came up with a similar figure for Reigate & Banstead to that which was discussed at the Core Strategy examination in 2012.

Land supply:

- 5.6 The current pattern of urban/windfall development (and information in the Housing and Economic Land Availability Assessment) suggest that there is unlikely to be sufficient unconstrained land within the existing urban area to accommodate housing needs beyond the current plan period.
- 5.7 In order to deliver the minimum housing target, Sustainable Urban Extensions have been identified as likely to be required within this plan period, with the DMP housing trajectory (see DMP Annex 7) indicating they will be required from about 2022 onwards. The housing trajectory indicates that should housing supply continue to

be delivered as it currently stands then 310 units of the sites allocated in the DMP may not come forward until the post plan period. This would include an allowance for delivering over the minimum housing target in line with the Core Strategy Inspectors report, and the majority of this is on ERM2/3 Copyhold which is restricted by the operation of the adjacent Patteson Court Landfill so may not be able to come forward until after the plan period anyway. However, this is not even a whole year of the current housing target.

- 5.8 As such, additional land outside of urban areas would therefore be required to continue delivering at the very least the minimum housing target (460 homes a year) to meet local needs post 2027. Given the flood constraints around Horley (the only area of non-Green Belt countryside in the borough), it is therefore likely that further Green Belt land will be required for development in the next plan period.
- 5.9 Given these factors, it was considered appropriate to look to safeguard land through the DMP in order to meet longer-term development needs stretching well beyond the plan period. This would ensure that Green Belt boundaries will not need to be altered again at the end of this development plan period (in 2027).
- 5.10 Safeguarding land currently within the Green Belt would prevent the over-development of existing towns and villages, so protecting their character and infrastructure. It would also enable the planning and co-ordination of delivery of supporting infrastructure, including schools, health care facilities, retail and investment in roads.

Garden Villages

- 5.11 NPPF para 84 advises that “When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development.” Following the NPPF 2014 Government has encouraged discussion of locally led free-standing settlements - Garden Villages, Town and Cities. The Government has identified that they are committed, consistent with an ambitious national housing programme, to support garden communities as part of a programme that is to offer opportunities for transformational long-term housing growth.
- 5.12 The Garden Settlement Prospectus was published by DCLG in 2016, which is post the NPPF and the Core Strategy Examination. A series of individual local initiatives have come forward, including initiatives in Green Belt areas, for evaluation and are appearing in emerging development plans. In the Prospectus it is announced that national planning policy changes would follow in due course to include a more supportive approach for new settlements as well as central government funding possibilities and other support. Garden Villages are seen as providing the opportunity to achieve innovative and sustainable new development. Key criteria

include that Garden Villages must be new discrete settlements and that the new settlement is part of a wider strategy to secure the delivery of new homes to meet assessed need. The prospectus identifies how a Garden village proposal could contribute towards continuing protection of Green Belt (para 41). It can be observed that the Prospectus therefore does not rule out Garden Village proposals coming forward which may be located in Green Belt area: the prospectus is mute on this point other than recognising that in due course revision of planning legislation and planning policies will be sought.

- 5.13 Garden Villages represent an addition to national planning policy which is not anticipated in the NPPF. It is appropriate to consider the garden community therefore as an alternative to urban extensions specifically in relation to the meeting of future housing need which, in principle, may be as equally sustainable as an urban extension and have other additional merits as envisaged in the Garden Settlement Prospectus. Were a Garden Village proposal to be designated in the DMP this would stand for critical examination against the adopted strategy. However the DMP does not propose any such designation at this stage: only to retain the option of considering this in the next review of the Local Plan (as “Safeguarded” land) and for the time period beyond 2027.

6. Methodology and assessment of land for safeguarding

- 6.1 Paragraph 85 of the NPPF notes that safeguarded land should be land “between the urban area and the green belt”. If this is read in isolation it could be considered that safeguarded land should be on the edges of urban areas, as urban extensions rather than as stand-alone settlements surrounded by Green Belt.
- 6.2 However, considering the NPPF holistically, it also specifies at paragraph 84 that in drawing up or revising Green Belt boundaries, account should be taken of the need to promote sustainable patterns of development and the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. Therefore, the options for safeguarded land will also be strongly informed by the findings of the sustainability appraisal of broad locational options.
- 6.3 The Core Strategy Inspector found the Sustainable Urban Extensions technical assessment work to be “thorough and robust”, as such the DMP safeguarding assessment work has been informed by this methodology.
- 6.4 The methodology used, and findings of the assessment, are set out below:

TASK 1: Quantifying the scale of safeguarded land

- 6.5 To inform the scale of safeguarded land that may be required, a range of housing figures is proposed to reflect uncertainty; allowing for different windfall scenarios, densities and timescales.
- 6.6 A figure of 460 homes per year has been used to calculate need beyond the plan period (2027) as this is considered to be a reasonable working assumption of what the a minimum housing target will be.
- 6.7 The range provides options of both 5 and 10 year timescales after 2027. There is little guidance on safeguarding time periods. A 15 year time period would align with the likely timeframe of a future Local Plan review but it is considered that there is some uncertainty in such a long timescale. As such, a lower end timescale of 5 years has been used as this would provide a five year supply at the end of the plan period and this is line with majority of other Local Authorities that were reviewed. An upper end timescale of 10 years was also calculated to provide a buffer, if adequate land could be identified.
- 6.8 A windfall allowance of 75 units per annum has been used to reflect the approach used in the Housing Monitor 2017.³
- 6.9 In addition, the amount of land safeguarded will be based on the outcomes of the technical work, so to some extent will be supply led rather than purely target led.
- 6.10 Given these assumptions, the following figures were calculated:

5- 10 year safeguarding land supply figures		
Time period (years)	5	10
Housing requirement (460 annual requirement)	2,300	4,600
Windfalls (75 per annum)	375	750
Potential Sustainable Urban Extensions extending beyond Plan Period	300	300
Safeguarded Land Requirement	1,625 units	3,550 units

Table 1

³ http://www.reigate-banstead.gov.uk/downloads/download/30/housing_monitors

TASK 2: Spatial Approach

6.11 The next step was to assess, at a high level, the theoretical “types” of location and ways in which the Green Belt boundaries could be amended to meet needs beyond the plan period, subject to the outcomes of the other technical assessments (see Task 3).

6.12 This involved an assessment of the relative merits of different spatial approaches as follows:

Urban extensions:

- Numerous small-scale extensions to urban areas: up to 500 dwellings
- A few medium extensions to urban areas: 501 – 700 dwellings
- A single large extension to an urban area: over 700 dwellings

Standalone Settlement:

- Medium stand-alone settlement: 1000 – 2000 dwellings
- A single large-scale stand-alone settlement: over 2001

6.13 In forming these categories, the categories in the *Sustainable Urban Extensions: Broad Geographic Locations Technical report November 2012* (to be referred to as the Stage 1 Technical Report) were considered (these are set out in Table 4 of that document, and informed the scale of development in the DMP site allocations), however, the categories included here have been refined following a better understanding of the land supply likely to be available in the borough.

6.14 This assessment included consideration of the overall sustainability and environmental impact; issues of supporting infrastructure issues including highways impact and public transport; and broad considerations of viability and delivery for each option. The sustainability conclusions for each spatial approach are summarised at **Appendix 3**.

6.15 The most sustainable spatial approach option was found to be a single large extension to an urban area. In addition to being the most sustainable option, this option would have several other benefits, such as ability to provide a mix of land uses, including employment, community, and recreation that smaller settlements would not be able to support to the same extent. It would also be more likely to be able to fund more fully supporting infrastructure than other spatial development options.

- 6.16 A large stand-alone settlement would also be a very sustainable spatial option for many of the same reasons as a large urban extension. However, as a large stand-alone settlement could be significantly larger than any large urban extension could be, this option has more potential to include a greater mix of uses and more supporting infrastructure, than a large urban extension. It could, however, potentially have a more negative impact on landscape and road network than a large urban extension, but this would depend on the exact location of the site.
- 6.17 In considering alternative spatial approach for development, we have also considered issues of environmental and landscape quality and the contribution which future redevelopment might make to improve the urban fringe, producing attractive, well-landscaped urban edges, as well consideration of retaining the best and most versatile agricultural land.
- 6.18 A sustainability appraisal was undertaken of the five spatial approaches, using the methodology described in Step 4 of that report. A summary of the sustainability appraisal findings of spatial options is reproduced in **Table 2** below.

Table 2: Summary of Sustainability Appraisal of Strategic Locations (see Appendix 3 for full assessment)

Objective	Comments
1 - Numerous small scale extensions to urban areas	Small urban extensions would provide up to 500 new houses each, meaning that several would be needed to contribute to the borough's housing need in the next plan period. Being located at the edge of existing towns, they may be some distance away from established public transport networks and town and local centres, and without the required population to support new public transport or significant levels of retail, employment uses, open space, and services. However, by spreading out new housing across multiple small sites, the impact on water stress and landscape character in the borough may be abated somewhat.
2 - A few medium extensions to urban areas	Medium urban extensions would provide between 501 and 700 new houses each, and a few of these could make a reasonable contribution to the borough's housing need in the next plan period. Being located at the edge of existing towns, they may be some distance away from established public transport networks and town and local centres, and without the required population to support new public transport. However, they may be able to support some amount of retail, employment uses, open space, and services, and by spreading out new housing across multiple medium-sized sites, the impact on water stress and landscape character in the borough may be abated somewhat.
3 - A single large extension to an urban area	A large urban extension would provide over 701 new houses each, and could make a significant contribution to the borough's housing need in the next plan period. Being located at the edge of existing towns, it may be some distance away from established public transport networks and town and local centres, although this may be balanced against its ability to sustain a greater level of local retail, open spaces, employment uses, and services compared to smaller extensions. Its additional size is likely to have a more positive impact on the economy, providing both short term construction jobs and some longer term employment opportunities. However, it is likely to have a more significant impact on water resources and landscape character due to its larger size, and potential to improve the appearance and integration of the urban fringe.
4 - Medium standalone settlement	A medium standalone settlement would provide between 1,000 and 2,000 houses, and have a significant positive impact on the borough's housing need in the next plan period, as well as being able to support a significant amount of retail, employment uses, open space, and services, contributing to the borough's economy. However, being located in the countryside, it is unlikely to involve the use of any previously developed land, and will probably be some distance from existing public transport networks, and without the population required to support new public transport services. A standalone settlement in the countryside is also like to have a significant negative impact on the landscape character wherever it is placed, although landscape mitigation may help.

5 - Large standalone settlement	<p>A large standalone settlement is expected to provide over 2,000 houses, and have a very significant positive impact on the borough's housing need in the next plan period, as well as being able to support a significant amount of retail, employment uses, open space, and services, contributing to the borough's economy. However, being located in the countryside, it is less likely to involve the use of any previously developed land, and will probably be some distance from existing public transport networks, although there may be some possibility of creating new public transport networks around such a significant new population hub. A standalone settlement in the countryside is also likely to have a greater negative impact on the landscape character than an urban extension having boundaries to the open countryside on all sides, although this would vary depending on where it is located, and its impact may be reduced by mitigation.</p>
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TASK 3: Site identification and assessments

Step 1 – identification of long-list of parcels for testing

- 6.19 The Stage 1 Technical Report methodology and its findings were considered by the Core Strategy Planning Inspector to be sound. The methodology therefore represents a robust starting point to inform identification and assessment of the most suitable locations to safeguard for further potential growth. The DMP Sustainable Urban Extensions (Stage 2) Site Specific Technical Report (to be referred to as Stage 2 Technical Report) is also relevant in terms of the process used to divide broad areas into individual land parcels.
- 6.20 The Stage 1 Technical Report set out the process used to identify the final broad areas of search included in the adopted Core Strategy which were put forward for further assessment as part of the DMP. A brief summary of the process and how this applies to the safeguarding work is set out below:
- The Stage 1 Technical Report described how areas of search were identified around and adjoining the urban area. These were then subject to a filtering process using the following absolute constraints. These absolute constraints have not changed between the original work done and the current time so the outcomes are still relevant to this safeguarding work:
 - Surrey Hills Area of Outstanding Natural Beauty (AONB)
 - Mole Gap to Reigate Escarpment Special Area of Conservation (SAC)
 - 800m 'exclusion' buffer around the SAC
 - Sites of special scientific interest (SSSI)
 - Flood zone 3
 - Registered Historic parks and gardens
 - Common land
 - These land parcels were then subject to analysis informed by three main strands of work which would cumulatively inform the prioritisation of the individual area:
 - Analysis of constraints and opportunities
 - Assessment of Green Belt contribution
 - Sustainability appraisal.
 - The Stage 1 Technical Report considered that area of search O (North West of Horley) and P (South East of Horley) within the area currently designated as the Rural Surrounds of Horley should be 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. At that point in time the Stage 1 Technical Report considered that

the Rural Surrounds of Horley provided only some small scale potential for growth outside the Green Belt. This report will also test the scope for development within this area, given the sequential preference for this site as land outside of the Green Belt.

- As an updated assessment of the Rural Surrounds of Horley concluded that this area still would only provide small scale development options, Green Belt options have again also been considered. Those areas of search that were ruled out in the Stage 1 Technical Report for Green Belt or spatial strategy reasons were taken forward for consideration for safeguarded land as well, but not if they were found to be unsustainable. The Stage 1 Technical Report concluded that the areas set out below had potential to accommodate strategic-scale urban extensions and were recommended by the Sustainability Appraisal for further investigation (as they were not ruled out on sustainability grounds). As such these broad areas have formed part of the area of search for potential safeguarding sites:
 - A: East of Banstead
 - G: West of Woodhatch:
 - J: East of Redhill
 - L: East of Salfords
 - M: South of Earlswood
 - N: West of Salfords
 - K: Merstham was also identified as having some potential for smaller scale urban extensions.
- It is worth noting that:
 - The following broad areas of search were recommended by the Stage 1 Technical Report to be the most appropriate options and following this were included in the adopted Core Strategy (Policy CS6). The Stage 2 Technical Report, which informed the site allocations in the DMP, then refined the areas set out in the Core Strategy. These broad areas of search are set out below in order of priority:
 - 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
 - With regard to Area L: Land east of Salfords the Core Strategy Inspector's Report⁴ (paragraphs 57 and 58) concluded that whilst East of Salfords appears to have potential for development, it was acknowledged that it would not be consistent with the Core Strategy spatial approach and

⁴ http://www.reigate-banstead.gov.uk/info/20380/current_planning_policy/24/core_strategy

further work would be required to determine whether or not it should be identified as safeguarded land. In addition, the report noted that any consideration of this site should consider the delivery of the priority sites on the edge of Horley and not compromise this.

Step 2: Divide broad areas into individual land parcels

6.21 For the broad areas identified above the same approach was used as the Stage 2 Technical Report. The land parcels were, in the main, defined on the basis of the following principles:

- The parcels should, as far as possible, be delineated by clearly defined boundaries using physical features that are readily recognisable (to ensure that boundaries of any future Green Belt/countryside would be permanent into the future), in line with paragraph 85 of the NPPF.
- The land should, as far as possible, be of similar character and land-use (to ensure that the scope for different parts of one site to perform or be assessed drastically differently is minimised)
- Where the broad areas of search identified in the Stage 1 Technical Report were taken forward for more detail assessment in the Stage 2 Technical Report to inform the DMP, the same already defined land parcels have been used.

6.22 The caveat for all these boundaries is also the same as the Stage 2 Technical Report which stressed that the parcels identified at this stage were not intended to be the areas finally allocated for development; the boundaries are for the purpose of testing and may not be the same as boundaries proposed if/when there is an allocation. Boundaries might need to be amended, and/or parcels divided or split, as a result of more detailed testing and assessment of their characteristics which may suggest more appropriate boundaries. In addition this evidence paper does not allocate sites.

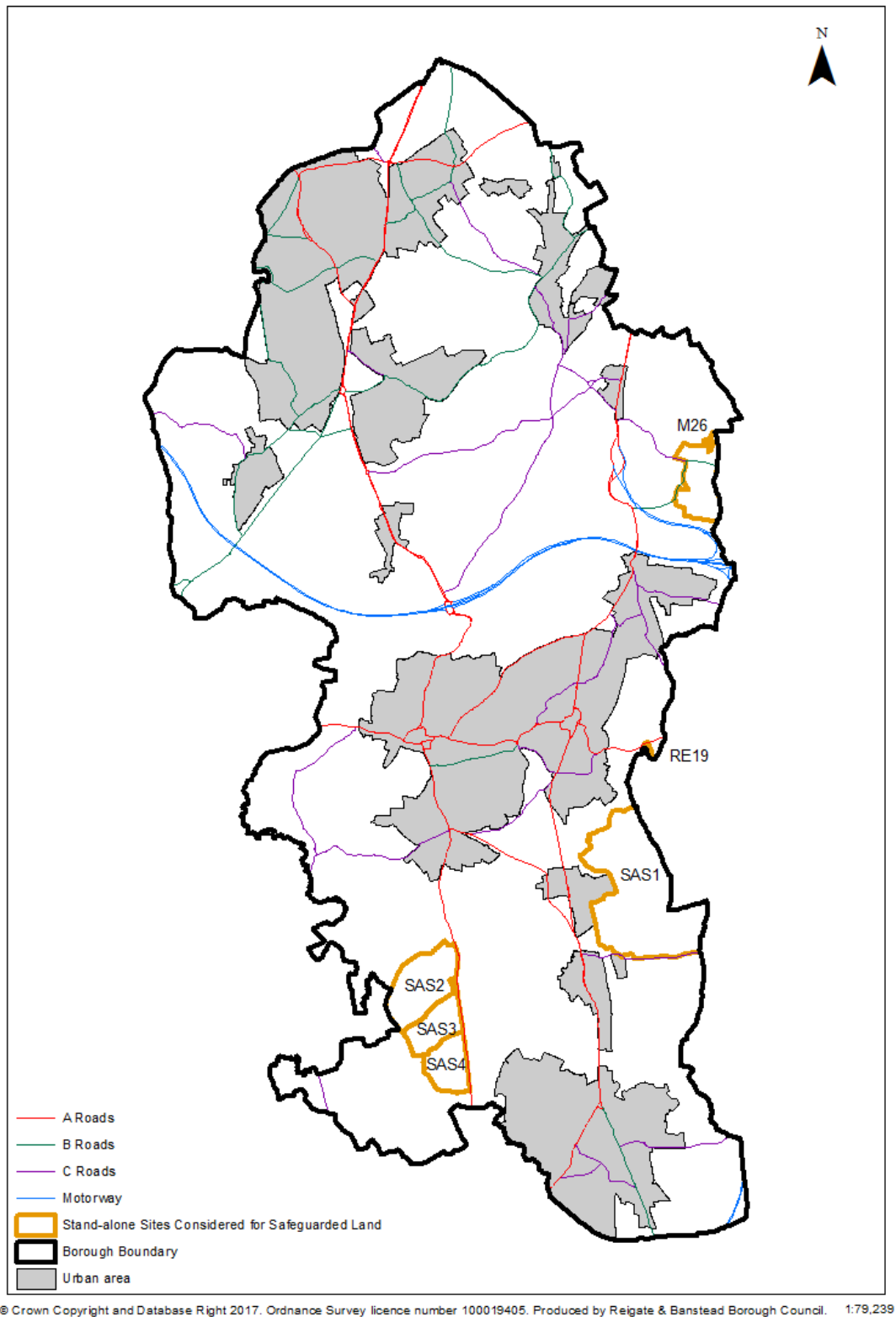
Step 3: Stand-alone settlements - Identify broad locations which have been promoted for development

6.23 In addition to those sites which are adjacent to urban areas, where a site area not adjacent to the urban areas has been promoted by a single developer then these were also assessed as stand-alone settlements in line with the site area that was promoted.

6.24 Whilst this approach is not directly in line with that used to inform the Core Strategy, it was considered approach to ensure that there is a more comprehensive coverage of potential available sites without needing to look at extraneous sites which would otherwise need to be encompassed in an all-enveloping Green Belt review.

6.25 These sites comprised the following, also shown on the map below:

- SAS1: Redhill Aerodrome
- SAS2: Land at Ironsbottom
- SAS3: Land south of Duxhurst Lane
- SAS4: Land at Crutchfield Lane
- M26: Land at Chaldon, Alderstead and Tollsworth Farm
- RE19: Nutfield Lodge, Redhill



Step 4: Assess individual land parcels

6.26 The land parcels were then subject to assessment of constraints and opportunities, using the following technical work streams to inform this:

a) Constraints assessments

6.27 In total 39 sites were assessed against a number of criteria including:

- Heritage
- Landscape
- Biodiversity
- Access to the countryside
- Flood risk
- Water quality
- Environmental health and amenity
- Infrastructure
- Accessibility
- Availability
- Suitability

6.28 Data from a number of sources including Historic England and the Environment Agency were used to complete the assessments. This information was supplemented with officer meetings with the Heritage Officer and the Environmental Health Protection Officer.

6.29 It is relevant to consider availability of sites, notwithstanding the long time periods involved. This is illustrated in the advice from Arup was that there was limited merit in safeguarding land which has no prospect of coming forward due to availability issues. This is reflective of the view taken by John Hobson of Landmark Chambers in his advice to the Council of the City of York; he commented that it is important that safeguarding land will be genuinely available and capable of development when it is needed.

6.30 A copy of the site appraisals is provided in **Appendix 4**.

b) Green Belt assessment

6.31 The same methodology as that set out in the Development Management Plan Regulation 18 Green Belt Review was used, with each site individually assessed against the five purposes of the Green Belt:

- Purpose 1: to check the unrestricted sprawl of large built-up areas
- Purpose 2: to prevent neighbouring towns from merging into one another
- Purpose 3: to assist in safeguarding the countryside from encroachment
- Purpose 4: to preserve the setting and special character of historic towns

- Purpose 5: to assist in urban regeneration by encouraging the recycling of derelict and other urban area

6.32 The table below details the assessment of each site against the five purposes of Green Belt land. Full site appraisals are detailed in **Appendix 5**.

Table 3 – Green Belt Assessment

	Purpose 1	Purpose 2	Purpose 3	Purpose 4	Purpose 5
BAN1: Land north of Croydon Lane	Moderate	High	Moderate	Low	Low
BAN2: Land south of Croydon Lane	Moderate	High	Moderate	Low	Low
BAN3: Land south of Woodmansterne Lane	Moderate	High	High	Low	Low
BAN4: Land east of Park Road	High	High	High	Moderate	Low
BAN5: Land west of Park Road	Low	Moderate	Moderate	Moderate	Low
BAN6: Land north of Woodmansterne Lane	Moderate	Moderate	High	Low	Low
BAN7: Land at Boundary Farm	Moderate	Moderate	Moderate	Low	Low
BAN8: Land south of Cunningham Road	High	Moderate	High	Low	Low
BAN9: Land off Kingscroft Road	High	High	High	Low	Low
SAS1: Redhill Aerodrome	Moderate	High	Moderate	Low	Low
SAS2: Land at Ironsbottom	Moderate	High	Moderate	Low	Low
SAS3: Land south of Duxhurst Lane	Moderate	High	Moderate	Low	Low
SAS4: Land at Crutchfield Lane	Moderate	High	Moderate	Low	Low
SAS5: Duxhurst	Moderate	High	Moderate	Low	Low
SPW16: ASD on the Green	High	High	High	Low	Low
RE19: Nutfield Lodge	High	High	Moderate	Low	Low
M26: Land at Chaldon, Alderstead and Tollsworth Farm	High	High	High	Low	Low
SPW09: Land at Shepherd's Lodge Farm	Low	Low	High	Moderate	Low
SPW15: Land north of Slipshatch Road	High	Moderate	High	Low	Low
SPW18: Paddock, Dovers Green Road	High	Low	High	Low	Low
HE01: Land at Haroldslea Drive	High	Moderate	High	Low	Low
HE04: Land at Wilgers Farm	Moderate	Low	High	Low	Low
HE05: Land at Harrowsley Green Farm	Moderate	High	High	Low	Low
HE07: Land at Farney View Farm	Moderate	Low	High	Low	Low
HE09: Land at Newstead Hall	Moderate	Low	High	Low	Low
HE10: Land R/O 17 The Close	Moderate	Low	High	Low	Low
HE11: Land adjoining 61 Silverlea Gardens	Moderate	Low	Moderate	Low	Low
HE14: Seymour, Haroldslea Drive	Moderate	High	Moderate	Low	Low

HE15: Thors Field, Haroldslea Drive	Moderate	Low	Moderate	Low	Low
M21: Land north of Radstock Way	Low	Low	Moderate	Low	Low
SAL1: Land west of Picketts Lane	Moderate	Low	Moderate	Low	Low
SAL2: Land south of Whitebushes Estate	Moderate	High	Moderate	Low	Low
SAL3: Land north of Honeycrook Lane	Moderate	High	Moderate	Low	Low
SAL4: Land east of Mason's Bridge Road	High	Moderate	High	Low	Low
SAL5: Land west of Monfort Rise, Salfords	Moderate	High	Moderate	Low	Low
SAL6: Land west of Bonehurst Road	Moderate	High	High	Low	Low

c) Sustainability Appraisal

6.33 As part of the sustainability appraisal, a high level assessment of site capacity was undertaken. This used the following assumptions:

- A ratio was applied to the whole site area to calculate gross to net developable areas based on the gross site area as follows:

Gross Site Area (ha)	Percentage Net
Up to 0.5ha	95%
0.5ha to 2ha	90%
2ha to 5ha	85%
5ha to 10ha	80%
Over 10ha	50 - 70%

- 30 dph was assumed to calculate capacity given that these sites will not be within the urban area and this is a reasonable average density to apply for a consistent high level approach

6.34 Each site was individually assessed against 16 objectives taken from the East Surrey Sustainability Appraisal Framework, which has been developed over a number of years by five local authorities in the East Surrey area (Reigate & Banstead Borough Council, Mole Valley District Council, Elmbridge Borough Council, Tandridge District Council, and Epsom & Ewell Borough Council) and consulted on widely on a number of occasions. The most recent update of this framework took place in 2015, and led to the current 16 objectives which are used for all sustainability appraisals related to the Development Management Plan, and have been applied to all sites considered for allocation. These are set out below:

- To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.

- To facilitate the improved health and wellbeing of the whole population.
- To conserve and enhance archaeological, historic, and cultural assets and their setting.
- To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities.
- To make the best use of previously developed land and existing buildings.
- To support economic growth which is inclusive, innovative, and sustainable.
- To provide for employment opportunities to meet the needs of the local economy.
- To reduce greenhouse gas emissions and move to a low carbon economy.
- To use natural resources prudently.
- To adapt to the changing climate.
- To reduce flood risk.
- To improve the water quality of rivers and groundwater, and maintain an adequate supply of water.
- To reduce land contamination and safeguard soil quality and quantity.
- To ensure air quality continues to improve and noise and light pollution are reduced.
- To protect and enhance landscape character.
- To conserve and enhance biodiversity.

6.35 The results are presented in the Table at **Appendix 6**, and will also be included in a separate Sustainability Appraisal report.

TASK 4: Recommendations

- 6.36 The findings of the Task 2: *Spatial Approach* and Task 3: *Site identification and assessments*, were combined to inform recommendations. This is summarised in Appendix 7.
- 6.37 Capacity of any shortlisted sites were then totalled and compared with the outputs of Task 1. No sites came through the evaluation process as being ranked as “very positive”.
- 6.38 Three sites received similar overall scores and may be described as “slightly positive”.
- 6.39 This would indicate that the outcome of the evaluation process thus far is somewhat finely balanced.

- 6.40 The requirement for identifying Safeguarded Land follows on from the Core Strategy but it is based on assumptions about future requirements for a period beyond the reach of current published official local demographic projections, which can reliably be used to be certain about future housing need beyond the plan period.
- 6.41 In such circumstances it is not considered necessary to identify all three sites and to safeguard such a wide extent of Metropolitan Green Belt as this would depart substantially from the adopted spatial strategy in the Core Strategy. Future options will stand for consideration in a future Local Plan review alongside the priority to maintain the Metropolitan Green Belt.
- 6.42 One site (SAS1) Redhill Aerodrome remains for further consideration as there are potentially other planning related matters which have relevance. The Garden Communities debate has received a positive response at a national planning policy level. As this has emerged recently it may be viewed as an additional national factor which post-dates the NPPF and the Core Strategy (spatial strategy). If achievable this could represent a potential opportunity to achieve the Garden Village concept of a freestanding new settlement in open land. The Aerodrome straddles two districts and includes some previously developed land in a general countryside and green belt setting.
- 6.43 This process, with this additional consideration mentioned above, leads to the identification of one potentially suitable site for safeguarding, SAS1 Redhill Aerodrome. The key points to note for this site are as follows:
- This site extends into the district of Tandridge, but the part of the site located in Reigate & Banstead has an assumed capacity of 1312 homes.
 - On this basis, this site would give around 4 years supply of housing (based on the current annual average housing requirement)The potential future allocation of the site would need to be subject to securing an access road from the M23 to the development which would be a substantial benefit to this scheme, reasons including:
 - Alleviation of traffic on the local road network (A23/A25)
 - Increased accessibility to the Hospital, both from the M23 as well due to alleviation of local traffic
 - Excellent connectivity to the M23, enabling better potential for efficient and effective sustainable transport (fast way bus service) to Gatwick Airport and Gatwick Airport Rail Station.
 - It is understood that the promoter is undertaking conversations with Highways England to meet their requirements and there would be a lead time in the provision of a road connection with the M23 which is currently undergoing improvements under the Smart Motorway initiative.
 - The promoter does not control all of the land within the boundary extent, however given the benefit that would be gained from the strategic road link between the Hospital and the M23 it is considered that a compulsory

purchase order may be applicable in the event that further testing as part of a subsequent local plan review suggests that this site should be allocated.

- The assessment assumes not all of the site will be built on and that green buffers would be essential to provide separation from existing settlements
- The site will also be subject to Tandridge District Council taking this site forward in their Local Plan. They had consulted on this in their recent consultation on potential options for a Garden Village but it will not be known what decision they make on this site until after the Reigate & Banstead draft DMP has been submitted for examination.

6.44 The process also identified two other sites which were ranked “slightly positive” i.e. the same as SAS1: Redhill Aerodrome. These were SAL1: Land West of Picketts Lane and BAN5: Land west of Park Road. It is considered appropriate not to advance these two additional sites for consideration for removing from the Green Belt as Safeguarded Land options prior to a comprehensive review of the spatial strategy and other relevant elements in the next Local Plan.

7. Conclusions

7.1 National policy requires the Council, where necessary, to identify land for safeguarding. The Council consider safeguarding land to be necessary in the next plan period given the understanding of the borough’s demographics, growth projections and as urban extensions into land currently designated as Green belt land are likely to be required within this plan period in line with the DMP housing trajectory. Due to this, and given remaining urban capacity (identified in the SHLAA / HELAA and Brownfield Housing Register), it is unlikely that housing requirements beyond the local plan period (2027) can be accommodated without releasing more Green Belt land.

7.2 The Table at **Appendix 7** sets out the conclusions for each sites against the issues identified in Section 4.

7.3 Based on the findings of this report it is recommended that SAS1: Redhill Aerodrome is included in the DMP as “Safeguarded Land”. It will be important to outline in the policy that this is not a site allocation and should be afforded appropriate protection so as not to compromise any future potential comprehensive development should this land consequently be allocated for development through a subsequent Local Plan review.

7.4 As such, the following policy points are recommended:

- 1) Safeguarded Land is not allocated for development during this plan period

- 2) Until a review of the Local Plan is completed, Safeguarded Land will be treated in policy terms as though it were Green Belt and policies relating to development in the Green Belt will apply
- 3) Any development which would prejudice the future comprehensive development of Safeguarded Land will not be permitted
- 4) Existing recreational provision will be protected in the plan period and in the event of future allocations
- 5) In the event that the identified safeguarded land is demonstrated (as a result of further detailed testing as part of work to prepare a future local plan) to not be sustainable or developable then the exceptional circumstances may exist to re-designate this land as Green Belt through that future Local Plan.

7.5 In relation to SAS1; Redhill Aerodrome the justification for identifying the area as Safeguarded Land is dependent upon a similar conclusion or an allocation being made in the forthcoming Tandridge Local Plan, currently at Reg 18 stage. This is also dependent upon suitable access being achieved within Tandridge District from the east via the M23.

Appendix 1 – Ministerial Statement in Debate (excerpt from Hansard)

13 May 2014 : Column 243WH

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Nick Boles: This Government's policy is clear: we want to achieve locally arrived at, co-operative solutions to difficult problems, rather than having top-down Government imposition of solutions or one authority being able to ride roughshod over another. Everyone in our communities has a right to a voice, but that does not mean that any of us can entirely abdicate responsibility for difficult decisions, such as fulfilling the housing needs of future generations. We all deserve to have our voices heard and we all deserve to be part of that solution. We are keen to ensure that, so far as possible, the future development needs of our country are met without threatening the protection of the green belt, of grade 1 agricultural land and of our most beautiful countryside with other designations.

That said, it has always been the case—there is no change in this—that local authorities can revise their green-belt boundaries through a local plan process involving intense consultation with local people. There are a number of communities around the country that are doing just that. It is painful and difficult, and it is right that it happens through an intensely transparent, open and democratic process that takes into account all the opinions expressed by all the different communities affected. When it does that exercise, the local authority has to pass a very high test: it has to be able to demonstrate that exceptional circumstances justify taking a particular site out of the green belt or redrawing a green-belt boundary, perhaps to swap land currently in the green belt for land that is not, but is of greater environmental importance. Those are the kinds of arguments that local authorities need to bring forward and the kinds of evidence they need to provide to satisfy a planning inspector that any such proposal is reasonable. I do not criticise any council that is going down that road, because it is right that it, as the duly elected local authority, should be able to. The local authority must, however, go openly and transparently into that process with evidence and after a great deal of consultation.

I turn to the particular issue of safeguarded land. I accept the point made by my hon. Friend the Member for York Outer that it is an often misunderstood concept. I have to confess that for several months at the beginning

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of my time in this post, I, too, was somewhat confused about whether it was “safeguarded for” or “safeguarded from”. He makes a good point about the terminology being—it is not deliberate—rather baffling to people. “Safeguarded” seems to suggest protection, rather than an allocation for future development needs.

I commit to my hon. Friend that we will go away and look at the simple question of the terminology and whether there could be better wording. When the national planning policy framework is reviewed, whether we can better clarify that wording will be on the agenda. The concept of safeguarded land as land that is reserved, as he put it, for the possibility of future development needs beyond the life of the plan being laid out has a good justification in some cases. It has a good justification for the following reason: if future development needs are likely to require further difficult choices about some sites in the green belt, it is better to be clear that certain sites might some day have to have their status reviewed, than to have the entire green belt under some abstract possible future threat.

The reason behind the safeguarding terminology is the idea that by clarifying where the future might lead it is made clear that there are some permanently protected places. In some sense, therefore, more reassurance is gained than uncertainty created about what is being protected for ever.

My hon. Friend is completely right, however, that safeguarding is not a requirement for every local authority with green-belt land. It is something that it can choose to do, but only if necessary. If the plan that it puts forward has provisions to meet housing needs in full and if other sites are available

for potential future development beyond the life of the plan, it may well be that safeguarding land is unnecessary. He has asked me before, and I have been happy to confirm, that while we want all communities to embrace growth, a vaulting ambition is not a sufficient justification for threatening protected land. Need is an important factor and can be a contributor to the exceptional circumstances that might justify some potential **revision of a site's protected status. Ambition and the desire to grow faster than one's neighbours or perhaps to build a small empire is not a sufficient** justification for putting protections at risk. As my hon. Friend pointed out, it is only if it is necessary that an authority should consider the possibility of designating some safeguarded land. Given that local authorities must act carefully and with evidence; that safeguarding is not mandatory and authorities should use it only if necessary; that we are happy to examine the terminology to clarify that such land is not safeguarded for ever and is reserved because of an evidence base for potential future need; and that the rest of the green belt is not subject to such possibilities, I hope that my hon. Friend will have something to take back to his constituents.

Appendix 2 – Arup report

Appendix 3: Strategic location options assessment

The following table provides general commentary regarding broad locations and scales of potential land for safeguarding.

The scales of development in each location type are indicative only as each relates to several potential areas. The site area, density assumptions, and capacity therefore vary for each location type. A more detailed assessment of each potential site is provided at **Appendix 6**.

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
1. Numerous small scale extensions to urban areas Approximate area of each site: up to 8ha (net) Approximate housing capacity of each site: Up to 500 dwellings (@30dph assuming approximately 80-90% net developable area) Potential location examples: land south of Woodmansterne Lane, Banstead (BAN3) land off Kingscroft Road, Banstead BAN9	Summary of findings of high level SA This is the least sustainable spatial option. This option spatial would make less of a contribution to future housing provision, both individually and cumulatively than larger urban extensions or stand-alone settlements. Consequently, it would have a less positive impact on construction and trades employment during construction. As this option would only include housing development, it would make no contribution to employment other than during construction phase. Numerous small scale urban extensions would be unlikely to facilitate improved health and wellbeing, as each development would be too small to provide significant public open space areas, or playing fields, and no health facilities would be provided. All of these urban extensions would need to be developed to make any significant	Impact on local and strategic road network This option would have potential to have negative impacts on the local road network due to many small increases in traffic from various locations. However, this would be dependent to a degree on location of these extensions, including in relation to each other. Other than site-specific highways works, such as new access roads, the developments are unlikely to support off-site mitigation. Each individual site would impact on the off-site roads, but each would be unlikely to be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public Transport	Viability Relatively inexpensive utilities and highways connections improve viability of these greenfield sites. Viability could potentially justify a higher level of affordable housing on these sites, as low existing use values and little infrastructure to provide additional to the CIL payment which all development types would pay. Delivery Each site would be a single phased development, likely to go straight to full planning with a short lead in time for site- preparation, and little / no infrastructure to provide on-site. Research by Nathaniel Litchfield and Partners (NLP) “ <i>Start to Finish</i> ” (Nov 2016) has found that smaller sites take less time to obtain planning permission.

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
<p>Land North of Radstock Way, Merstham (M21)</p> <p>Nutfield Lodge, Redhill (RE19)</p> <p>Land at Shepherd's Lodge Farm (SPW09)</p>	<p>contribution to housing needs after this plan period. Additionally, likely to also need other sites to make up sufficient housing numbers.</p> <p>Although the impacts would be dispersed relative to a single larger stand-alone settlement, individually they would be unlikely to mitigate these impacts completely, leading to cumulative impacts. For example, increase in surface water run-off would be more difficult to mitigate, as individual sites may be unable to viably support on-site drainage infrastructure.</p> <p>Mix of land uses Unlikely to be able to accommodate supporting non-residential uses.</p> <p>Sites situated close (less than approximately 800m walking distance) to an existing local centre providing every-day</p> <p>Sites situated close (less than approximately 800m walking distance) to an existing local centre providing every-day goods and services and nearby primary school, etc. would reduce the need to travel by private car.</p>	<p>Public transport is likely to be available near the development given the site will be connected to the urban area, but depended on specific location. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Amenities and Services Although the developments themselves would most likely not support non-residential uses, depending upon location, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>Utilities It is likely to be relatively easy and inexpensive to connect to existing utilities, as extensions from the adjoining existing residential areas.</p> <p>Flooding Developments of this type would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, whilst each development may impact adversely on surface flooding, particularly if within one</p>	<p>Sites between 100 and 499 dwellings take less than half the time as sites over 1,000 units to obtain planning permission (2.5 years compared to over 5 years on average), reflecting differing levels of development complexity.</p> <p>Conversely, delivery rates once development has started are slower for smaller developments. On average, sites of 100 – 1,000 will deliver new dwellings at an average of 60 units each year, whilst sites of over 2,000 will deliver over 160 units per year.</p> <p>The NLP research also found that stronger local markets (demonstrated by higher estimated land values with residential planning permissions) tend to have higher annual delivery rates.</p> <p>In areas with stronger markets, housebuilders can build homes at a faster rate and sell them at the value they expect.</p> <p>Although Reigate and Banstead borough generally has a strong market, there are some variances across the borough.</p> <p>Overall, viability and deliverability both very good for this type of development.</p>

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
		area, none may be large enough to provide mitigation on-site.	
2. A few medium extensions to urban areas Approximate area of each site : 13 - 29ha (net) Approximate housing capacity of each site: 500 – 700 dwellings (@30dph assuming approximately 70% net developable area) Potential location example: Land west of Park Road, Banstead (BAN5) SAL2 : Land south of Whitebushes Estate	Summary of findings of high level SA This is one of the most sustainable spatial options, although sustainability of this type of development would be very dependent on the specifics of the site. The SA of each site will give more detailed conclusions for each potential site. It is a more sustainable spatial option than small scale urban extensions, as at the largest size, a few medium urban extensions may provide some employment opportunities on the site, for example in a nursery school or a local convenience shop, which smaller urban extensions would not. Sites situated close (less than approximately 800m walking distance) to an existing local centre providing every-day goods and services, and to nearby primary school, etc. would reduce the need to travel by private car. Mix of land uses Each medium sized urban extension could include a variety of housing such as elderly / retirement housing and care homes, and travellers' pitches. At the larger end of the range, these urban extension sites could support non-residential uses, such as employment uses, small neighbourhood shops, community	Impact on local and strategic road network This type and location of development would have potential to impact adversely on the local road network, depending on location relative to existing network "hotspots". However, with developments of this size, there is more potential than with smaller urban extensions to attribute the impact to this development and therefore to require them to fund and /or deliver mitigation. Public Transport Public transport is likely to be available near to the development, as well as opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, minimising negative impacts on the highway network. Amenities and Services At the higher end, this type of development may support some non-residential uses, such as parks, community and / or medical centre land, early years. Depending on location, there may be access to existing local centres providing for everyday shopping and service needs, including early years and	Viability For schemes at the higher end of the range, outline planning permission route is more likely, potentially with a phased delivery of housing. Although each site is of considerable size, each would individually have relatively little infrastructure to provide on-site, leading to very good developer returns. Delivery Research from NLP indicates that sites between 100 and 499 units take, on average, 2.5 years to obtain planning permission – at least half the time required for sites of over 1,000 units – reflecting differing levels of site complexity. However, the Study also found that sites of 100 – 1,000 will deliver units more slowly than sites over 2,000 (on average 60 per annum compared to 160 units per annum for sites of 2000+). The NLP research also notes that delivery will depend on the context of the location; in stronger areas, housebuilders are able to build homes at a faster rate and sell them at the value they expect. Although Reigate and Banstead borough generally has a

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
	buildings and a new medical centre should additional provision be needed to support the development.	<p>primary school in the established residential areas. There may also be potential for some small scale non-residential uses if there is demand, within the area.</p> <p>Utilities Likely to be relatively easy and inexpensive to connect to existing utilities as extensions from the adjoining existing residential areas.</p> <p>Flooding Developments of this type would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, whilst each development may impact adversely on surface flooding, particularly if within one area, none may be large enough to provide mitigation on-site.</p>	strong housing market, there are some variances across the borough.
<p>3. A single large extension to an urban area</p> <p>Approximate area of each site: 32 - 55ha (net)</p> <p>Approximate housing capacity of each site Over 700 dwelling dwellings (approx.) (@30dph assuming</p>	<p>Summary of findings of high level SA This is likely to be the most sustainable spatial option. It would offer similar opportunities as a large stand-alone settlement to provide a sustainable mix of land uses, but with less of an impact on the surrounding landscape than a stand-alone settlement could potentially have.</p> <p>Due to its size and location, this type of development may be able to fund extension to local bus services. It could also support some service facilities and employment</p>	<p>Impact on local and strategic road network Much of the impact on the existing road network will depend on the location of such an urban extension in relation to current pressure “hotspots” on the existing road network.</p> <p>Such a development could potentially have a significant impact on the road network, without necessarily being able to fund major interventions.</p> <p>Public Transport</p>	<p>Viability Likely to be more viable than a medium or large stand-alone settlement, as cheaper and easier to connect to utilities and highways network.</p> <p>The requirement for a significant level of on-site infrastructure, such as potentially a primary school, early years’ nursery provision and new parks and playing fields, would be a cost which would not apply to many small and medium scale urban extensions.</p>

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
<p>approximately 70% net developable area)</p> <p>Potential location example:</p> <p>Land west of Picketts Lane, east of Salfords (SAL1)</p>	<p>uses, reducing the need to travel. It is recognised that it would still be heavily car-dependent, but (along with large stand-alone settlement) it would be the most positive spatial option for sustainable travel.</p> <p>Mix of land uses At this size development, a variety of housing could be provided, including retirement housing, a care home, and traveller sites. At the largest scale, a new primary school may be needed, dependent on spare capacity in the nearby urban area.</p>	<p>Dependent on location, public transport may well be available reasonably near to the development, as train stations or bus stops. There may also be opportunities to link into existing pedestrian and cycle routes.</p> <p>Amenities and Services This type of development may be able to support some non-residential uses. Residents would also likely be able to access (provided no more than about a 0.8km walk) existing local centres that provide for everyday shopping and service needs in established residential areas.</p> <p>Developments of this type could be served by existing schools and health care and community facilities, subject to sufficient spare capacity at those facilities.</p> <p>Utilities It is likely to be relatively easy and inexpensive to connect to existing utilities as extensions from the adjoining existing residential areas.</p> <p>Flooding This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of the development on the adjacent urban area.</p>	<p>Delivery Land assembly may be required due to size of site.</p> <p>It is likely that several developers would be involved for this size of scheme. This may accelerate delivery, and provide a more varied and appealing overall development.</p> <p>The NLP research found that build rates on sites are affected by the number of sales outlets and market absorption rates. Larger sites often have more outlets (different housebuilders) and therefore faster delivery rates.</p> <p>The NLP research also found that delivery will depend on the context of the location; in stronger areas, housebuilders are able to build homes at a faster rate and sell them at the value they expect. Although RBBC generally have a strong market, there are some variances across the borough.</p>

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
4. Medium stand-alone settlement Approximate area of each site: 60 ha – 80ha (net) Approximate housing capacity of each site : 1,000 – 2,000 dwellings (@30dph assuming approximately 50 - 70% net developable area) Potential location example: Land at Crutchfield Lane (SAS4) Land south of Duxhurst Lane (SAS3) <i>(recognising that as SAS3 and SAS4 are adjacent, they could be combined to create a larger settlement, potentially also with large stand-alone settlement at Ironsbottom SAS2)</i>	<p>Summary of findings of high level SA : This spatial option would be slightly less sustainable than medium-sized urban extensions, due to its potential for greater impact on the surrounding landscape than a medium urban extension. This is because 360 degrees of the new settlement would be visible from open land. The actual impact of any medium stand-alone settlement would depend on specific topography, sensitivity of the landscape, and potential for mitigation.</p> <p>Despite its potential to include a range of non-residential uses, it would be unlikely to support any meaningful employment uses on the site. Overall, it would be less sustainable than a medium-sized urban extension.</p> <p>Mix of land uses in development The scale would likely support a variety of uses other than residential, such as early years' nursery school, primary school, and community and health facilities.</p> <p>The housing could include a variety of housing such as specialist elderly peoples housing.</p>	<p>Impact on local and strategic road network The impact of the new population and traffic arising would be focused in one area.</p> <p>With a scheme of this size, there is greater potential to attribute the impact of a particular development on the highways network, and therefore to require them to fund mitigation.</p> <p>This type of spatial option would generate significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs. This would likely to be a more car-dependent spatial option than an urban extension.</p> <p>Public Transport A medium stand-alone settlement would be relatively poorly served by public transport, as it is separated from the existing urban areas where public transport is concentrated. This type of development would only be likely to be able to support any improvements to bus services at the upper end of the scale. This is therefore likely to be a very car-dependent spatial option.</p> <p>Amenities and Services</p>	<p>Viability These larger stand-alone sites will benefit from economies of scale in construction costs. However, the distance from existing urban areas mean that they are likely to be subject to higher “opening up” infrastructure costs, such as connecting to utilities (water, gas, electricity, and mains sewage, broadband) and highways infrastructure than urban extension sites.</p> <p>This may add considerable additional expense, early on in the project, requiring forward-funding.</p> <p>Relative to a very large stand-alone settlement, this size of development is likely to be relatively more viable, as its size would not trigger requirement for some of the more costly infrastructure requirements.</p> <p>Delivery Depending on site ownership, land assembly could be more complex. However, safeguarding of land would provide adequate time for land acquisitions. If not safeguarded this may affect the timing of starting on site.</p> <p>Research from NLP indicates that</p>

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
		<p>This type of development would be likely to have relatively poor access to facilities and services. This size of development may need to provide its own 1FE primary school and pre-school provision. However, residents would use existing secondary schools and would need to drive or cycle to existing facilities such as shops.</p> <p>Utilities Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from existing nearby settlements, which would be relatively costly compared to an urban extension.</p> <p>Flooding This type of development would be likely to require Sustainable Drainage Systems, including balancing ponds to minimise the additional run-off from this size of development in one area - several smaller developments may not be able to achieve a similar comprehensive effect due to providing piecemeal solutions.</p>	<p>larger developers are likely to be more geared up for delivery so can deliver quicker once planning has been received. However, planning permission is likely to take a lot longer to obtain than smaller schemes (i.e. more issues, outline planning etc.)</p> <p>However, the above may be dependent on what level of infrastructure is required to deliver a larger development, which is likely to be required up front. The research goes on to note that the rate of delivery increases for larger schemes, reflecting the increased number of sales outlets possible on large sites. However, this is not a straight line relationship: on average, a site of 2,000 units will not deliver four times as fast as a site of 500. This reflects the limits to number of sales outlets possible on a site, and overall market absorption rates.</p> <p>Variances in delivery rate will also depend on whether there are several developers involved, and how many sales offices a developer is using for the site.</p>
5. Large stand-alone settlement	Summary of findings of high level SA This is one of the most sustainable spatial development options.	Impact on local and strategic road network Would need to be located with good	Viability This size of development would be more viability relative to smaller

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
<p>Approximate area of each site: upwards of 115 ha (net)</p> <p>Approximate housing capacity of each site: Over 2,001 dwellings</p> <p>(@30dph assuming approximately 50 - 70% net developable area)</p> <p>Potential location examples : Redhill Aerodrome (1,000 homes within Reigate and Banstead borough would be part of a comprehensive mixed-use development of approximately 6,000 homes. Approximately two-thirds of the site is in Tandridge borough, with potential highways access from the M23 within Tandridge district)</p> <p>Land at Ironsbottom SAS2 (recognising that as SAS 2, 3, and 4 are adjoining, they could be combined to create a larger stand-alone settlement)</p>	<p>The sustainability will be dependent on the specifics of the site, including whether there is any previously-developed land within the site, and sensitivity of the landscape and potential for mitigation of landscape impacts.</p> <p>As a stand-alone settlement, it has potential to have a greater impact on the landscape than a large urban extension, as 360 degrees of the new settlement would be visible from open land. However, the actual landscape impact would depend in part on topography, and sensitivity of the landscape. Mitigation could be provided by way of year-round tree screening from key views.</p> <p>This spatial option would provide relatively sustainable transport options. For example, it could provide its own bus service, potentially to a nearby train station. This could be funded by the developers in perpetuity.</p> <p>Mix of land uses in development This type of development would provide a mix of land uses which would reduce car-born travel to work, school, shopping and leisure compared to the other spatial options.</p> <p>This scale of development in one location would also generate job opportunities unlikely to be provided from a number of</p>	<p>access to the strategic road network to minimise impact on existing local road network. Would generate significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs.</p> <p>Public Transport The impact of the new population and traffic arising would be focused in one area.</p> <p>There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route.</p> <p>Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage.</p> <p>This type of development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be funded in perpetuity through community rented homes on the development.</p> <p>Amenities and Services</p>	<p>developments due to lower per unit construction costs/ economies of scale. However, balanced against this, due to the distance from existing urban areas (compared to large urban extension sites), are the much higher site “opening up” costs. These would include connections to utilities (water, gas, electricity, and mains sewage, broadband) and highways infrastructure.</p> <p>This may add considerable additional expense early on in the project, requiring forward-funding.</p> <p>This type and size of development would need to provide land and to fund its own infrastructure such as a new nursery, primary schools and at the higher end, a secondary school, with considerable cost implications.</p> <p>Delivery Depending on site ownership, land assembly could be more complex. If the land is safeguarded, this may allow adequate time for land acquisitions.</p> <p>Research from NLP indicates that this size of stand-alone development is likely to be able to deliver new dwellings more quickly once started on site.</p>

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
	<p>smaller residential developments providing the same number of homes.</p> <p>A mix of land uses could include one or two new local centres. These may include a medium-sized supermarket and other shops and services providing for the everyday needs of residents and employees on the site.</p> <p>Large stand-alone settlements would have relatively more land in non-housing uses, including proportionally more formal and informal public open spaces, sports facilities such as community playing fields and pitches, and enhanced biodiversity habitats.</p> <p>The housing could include a variety of housing such as specialist elderly peoples housing and travellers' sites.</p>	<p>This size and location of development, having potential to be considerably larger than a large urban extension, could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire.</p> <p>Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area.</p> <p>A large stand-alone settlement could provide land and buildings for new early-years provision, primary schools, and (if large enough) a new secondary school.</p> <p>If at the lower scale end, so that it does not generate a need for a new secondary school in itself, a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation), provided there is sufficient land for expansion of an existing school within the "school planning area" of the new settlement.</p> <p>Utilities Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlements, which</p>	<p>This reflects the increased number of sales outlets possible on large sites (although not a straight line relationship due to limits in the number of sales outlets possible on a site, and overall market absorption rates).</p> <p>Variances in delivery rate will also depend on whether there are several developers involved. However, planning permission is likely to take longer to obtain than smaller schemes.</p> <p>The NLP study notes that where viable, affordable housing supports higher rates of delivery. This may also apply to other housing that complements market housing, for example self-build or build to rent.</p>

Potential site location, and approximate site area and housing capacity (all figures are approximations)	Commentary		
	a) Environmental / Sustainability Impact	b) Supporting Infrastructure	c) Viability and Delivery
		<p>would be relatively costly compared to an urban extension. However, it would provide potential for utilities infrastructure to be significantly upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems.</p> <p>This size of new settlement would also be able to fund, or at least contribute significantly to new highways junctions and / or improvements.</p> <p>Flooding This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase run-off.</p>	

Appendix 4: Constraints review of sites

BAN1: Land North of Croydon Lane



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PARCEL: BAN1 – Land north of Croydon Lane

General	
Total Area	17.7ha
Land Uses	Predominant land use: Agricultural/ grazing land Other land uses: Residential; equestrian; educational learning facility; sports facilities; and wedding/ party/ corporate events venue
Ward	Banstead Village
Previously Developed Land?	The parcel is predominantly open with built form confined to the southern part of the parcel along Croydon Lane.
Existing land allocations?	No

Heritage	
Statutory Listed Buildings	N/A
Locally Listed Buildings	N/A
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Small and medium sized fields with predominantly straight and regular boundaries.
Informal consultation	Heritage officer: no specific concerns.
Summary	There are no overriding heritage constraints to development.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	Small area in the north east, adjoining Sutton Lane.
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that although the quality of the landscape is mixed, the value of the Green Belt as a strategic separator between the borough's urban areas and the settlement edge at the southern fringe of London is very valuable and therefore there is a medium sensitivity to development. Around the prison and the A2022, the report suggested that there are areas of lower landscape condition and sensitivity due to the prominence of the built up area and 'horsiculture'.
Summary	The parcel is relatively flat and actively farmed. It abuts the urban area and the prison and therefore is within an area of low sensitivity. The parcel contains many of the characteristics of the landscape character including small and medium sized fields and good hedgerows. The established trees delineating the parcel restrict wide ranging views.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 8.3km to the south of the

	parcel.
SSSI	Banstead Downs SSSI is approx. 0.2km to the north west of the parcel.
SNCI (existing or proposed)	East of Hengest Farm proposed SNCI is approx. 0.4km to the south east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	Southern and eastern boundaries delineated by established trees. Strong line of mature trees diagonally across the parcel.
BOA	The North Downs Biodiversity Opportunity Area is approx. 0.8km to the south of the parcel.
TPOs	There are two TPOs on the western boundary of the parcel.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development.

Access to countryside and recreation	
Public Rights of Way	Public Right of Way runs diagonally across the parcel
Formal recreation	Number of formal recreational facilities – enclosed synthetic pitch, long jump and 400m running track. Use of these facilities is restricted to Greenacre School. Given that the use of these facilities is restricted to the school, should the parcel be allocated for development, alternative provision would depend upon the needs of the school.
Informal recreation	N/A
Open Space Assessment findings	Banstead Village: focus on increasing provision of play areas and on increasing the value of the existing park through improving access and quality.
Summary	The parcel currently offers some public access to the countryside: should the parcel be allocated for development, the existing public right of way would need to be retained. Formal recreational re-provision would depend upon the needs of the school.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Areas identified in the north west as being at risk from surface water flooding 1 in 100 years and in the south west 1 in 1,000 years.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation	N/A	
Summary	<u>Flood risk</u> : there are minimal flood risk constraints to development. Small areas in the north west and south west have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation into potential ground water contamination would be required.	

Environmental Health and Amenity	
Land contamination	None known.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	Greenacre School adjoins parcel to east and High Downs Prison adjoins

	parcel to north.
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: there are no overriding environmental health concerns. The site is not on the environmental health contamination list.
Summary	No environmental health and amenity constraints to development have been identified.

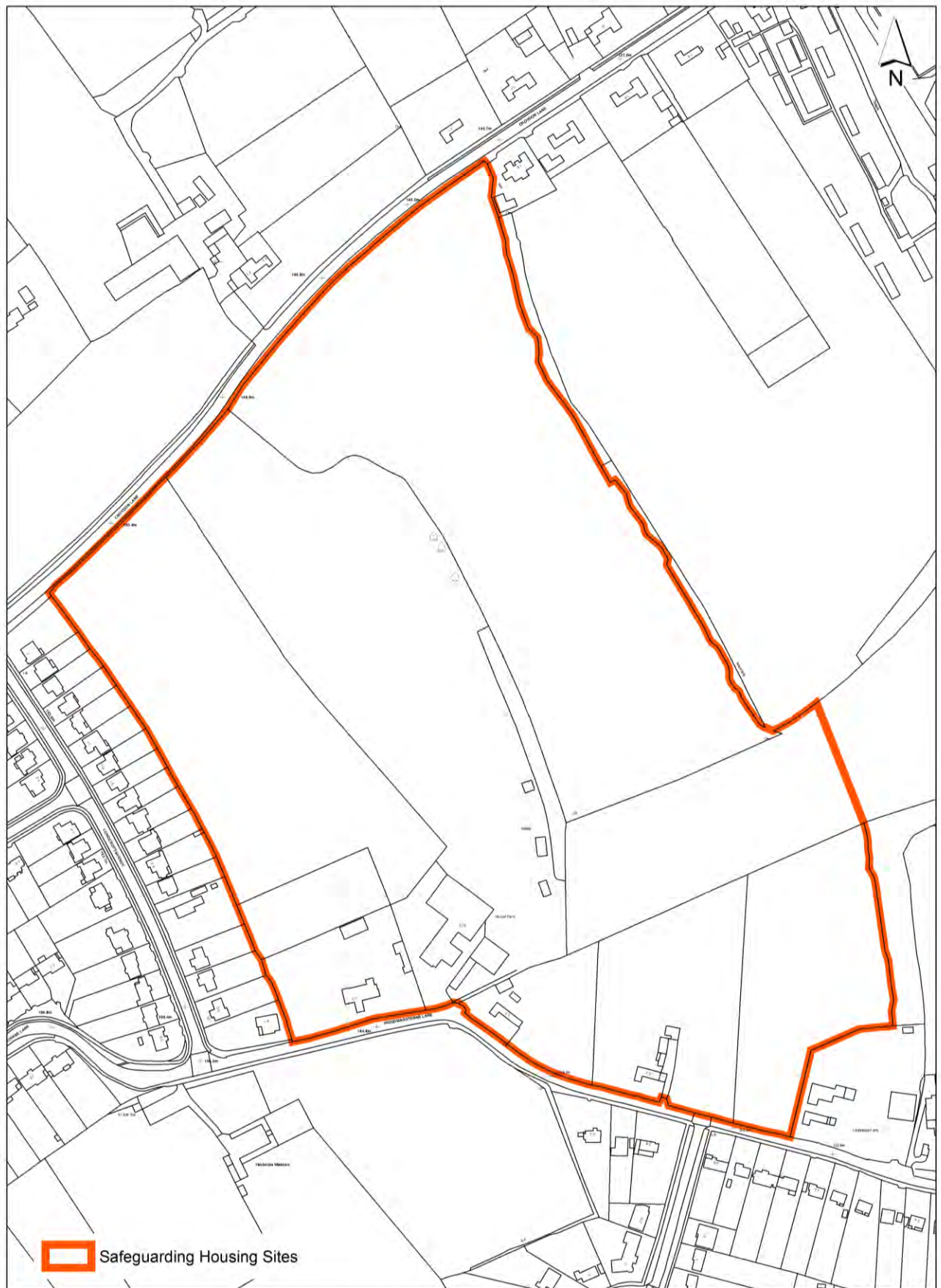
Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 high importance) Checking sprawl: Moderate importance Settlement separation: Higher importance Safeguarding countryside: Moderate importance Setting of historic towns: Lower importance To assist in urban regeneration: Lower importance

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Banstead	0.6km	Via A2022 and B2217
Local Centre	N/A		Banstead Town Centre is nearer than existing or proposed local centres.
Rail Station	Banstead	1.6km	Via A2022 and Banstead Road
Secondary school	The Beacon School	2.4km	Via A2022, B2217, B219, Garratts Lane, The Drive and Picquets Way
Primary School	Greenacre School	Adjoining	The parcel adjoins Greenacre School
GP	The Longcroft Clinic	0.5km	Via Longcroft Avenue and Woodmansterne Lane
Employment area	Pitwood Park	5.7km	Via A2022, A217, B2221, Merland Rise and Waterfield
Bus routes	Bus stop adjacent to south of the parcel. Bus route 166 Regular services: 1 bus every 30mins		
Parcel access	Possible parcel access via Croydon Lane. There is a footpath on one side of Croydon Lane.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period. The Regulation 18 Development Management Plan Heath Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel adjoins the main A2022 Croydon Lane therefore unlikely to be problems connecting to utilities.		
Summary	The parcel benefits from reasonably good access to local services, facilities and public transport. There are unlikely to be problems connecting to utilities given that the parcel adjoins Croydon Lane (A2022). Further investigation into specific infrastructure requirements would be required.		

Availability and Suitability	
Landowners	Mixed - unknown
Is land being actively promoted for	The landowner of Fairholme Farm has indicated that they no longer wish to promote their site for housing development.

development?	The remainder of the parcel is not being promoted for development.
Is there housebuilder/developer interest?	There is not known to be any specific developer interest. A developer of this size is likely to attract interest from a regional housebuilder.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. The existing commercial, education and sports facilities may need to be relocated/ re-provided.
Summary	The parcel is not considered to be available for development – the parcel is owned by a number of landowners, one of whom has indicated that they no longer wish to promote the site for development.

BAN2: Land South of Croydon Lane



PARCEL: BAN2 – Land south of Croydon Lane

General

Total Area	15.6ha
Land Uses	Predominant land use: grazing Other land uses: residential; agricultural ancillary buildings; light industrial; equestrian/ pet shop
Ward	Banstead Village and Chipstead, Hooley and Woodmansterne
Previously Developed Land?	The parcel is predominantly open with built form confined to the southern part of the parcel along Woodmansterne Lane.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	There are a number of listed buildings at 4-8 Woodmansterne Lane approx. 0.2km to the west of the parcel and a number of listed buildings at Castle House approx. 0.4km to the south west of the parcel.
Locally Listed Buildings	5 & 7 Woodmansterne Lane approx. 0.2km to the west of the parcel.
Conservation Area	Park Road and Mint Road Conservation Area is approx. 0.2km to the west of the parcel.
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	The parcel is characterised by a mixture of smaller and larger field patterns with regular field patterns to the south and irregular to the north.
Informal consultation	Heritage officer: No specific concerns.
Summary	There are no overriding heritage constraints to development. Development should be sensitively designed to protect (and where possible enhance) the setting of the listed buildings and maximise their role in contributing to local character.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	Common land is approx. 0.4km to the north west of the parcel.
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that although the quality of the landscape is mixed, the value of the Green Belt as a strategic separator between the borough's urban areas and the settlement edge at the southern fringe of London is very valuable and therefore there is a medium sensitivity to development.
Summary	The parcel is relatively flat, agricultural land. The parcel is within an area of medium sensitivity and abuts the urban area. The parcel contains some of the landscape characteristics including small to medium sized fields and some well-established trees and hedgerows. The parcel is relatively open to the main

	roads (low hedgerows) and therefore development would need to be mindful of views.
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Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 7.8km to the south of the parcel.
SSSI	Banstead Downs SSSI is approx. 0.6km to the north of the parcel.
SNCI (existing or proposed)	East of Hengest Farm proposed SNCI is approx. 0.1km to the east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	An area of ancient woodland adjoins the land to the south east of the parcel.
Other Woodland	Eastern boundary has a strong mature tree belt.
BOA	The North Downs Biodiversity Opportunity Area is approx. 0.2km to the south of the parcel.
TPOs	Woodmansterne Lane separates the parcel from a group of TPOs.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development.

Access to countryside and recreation	
Public Rights of Way	A Public Right of Way runs east-to-west through the southern part of the site.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Banstead Village: focus on increasing provision of play areas; on increasing the value of the existing park through improving access and quality. Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Summary	The parcel offers limited public access to the countryside. Should the parcel be allocated for development, the existing footpath would need to be retained.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Flood Event (1968)	N/A
	Surface water	N/A
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation	N/A	
Summary	<u>Flood risk</u> : there are no flood risk constraints to development. <u>Water quality</u> : further investigation into potential ground water contamination would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	There may be land contamination in the southern part of the parcel (around Hengest Farm) given the former industrial/ agricultural uses.
Air pollution	None identified.
Noise pollution	None identified.
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: There are no overriding environmental health concerns. The parcel is not on the Environmental Health Contamination List.
Summary	There are no overriding environmental health constraints to development.

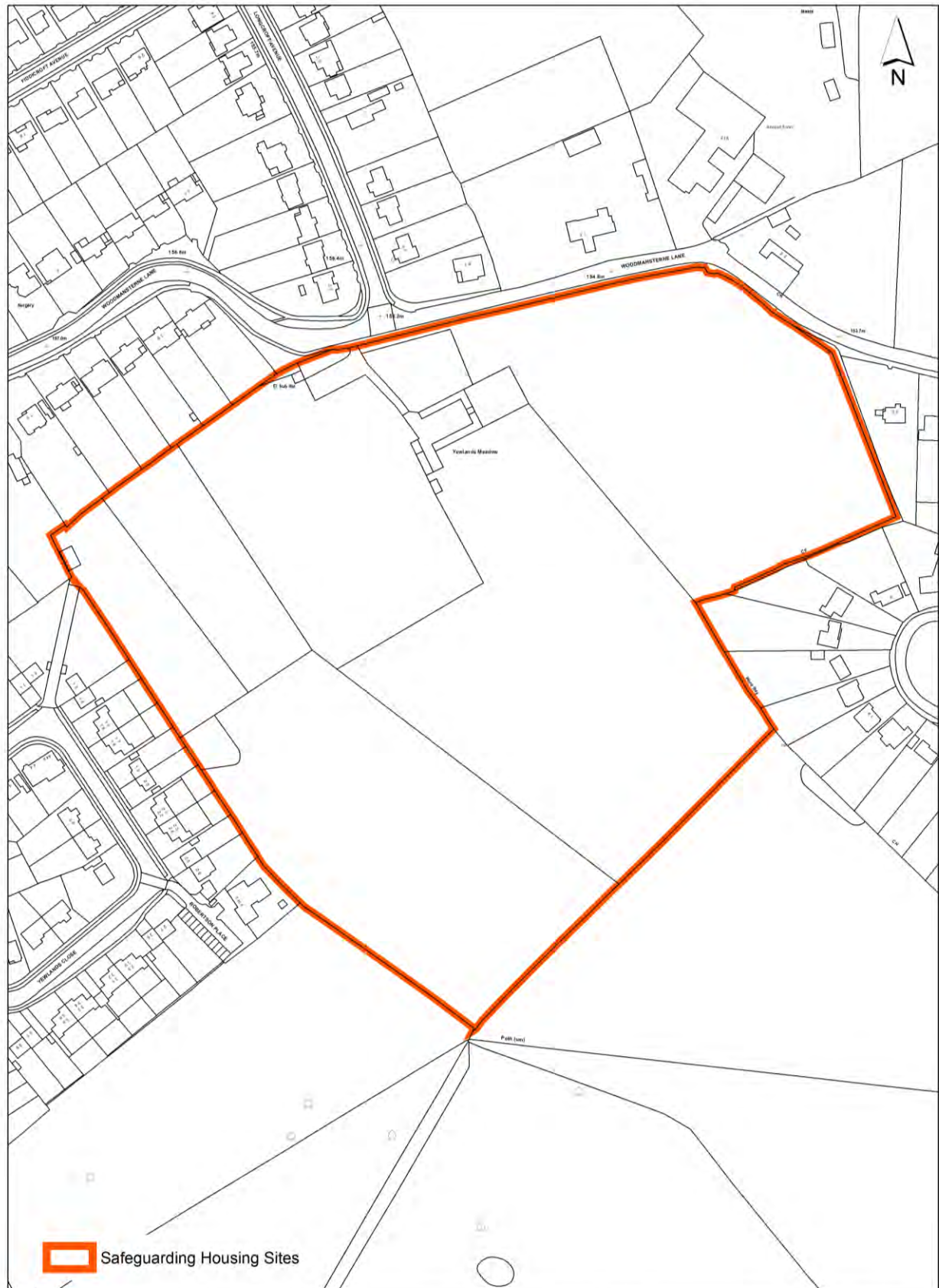
Green Belt	
Findings of Green Belt Review	<p>Overall contribution: 9 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Moderate importance</p> <p>Settlement separation: Higher importance</p> <p>Safeguarding countryside: Moderate importance</p> <p>Setting of historic towns: Lower importance</p> <p>To assist in urban regeneration: Lower importance</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Banstead	0.6km	Via Woodmansterne Lane and B2217
Local Centre	N/A		Banstead Town Centre is nearer than local centres.
Rail Station	Banstead	1.6km	Via A2022 and Banstead Road
Secondary school	The Beacon School	2.5km	Via B2217, B2219, Garratts Lane, The Drive and Picquets Way
Primary School	Greenacre	0.4km	Via A2022 and B2218
GP	The Longcroft Clinic	0.2km	Via Woodmansterne Lane
Employment area	Pitwood Park	5.9km	Via A2022, A217, B2221, Merland Rise, Headley Drive and Waterfield
Bus routes	<p>Bus stop adjacent to north of the parcel.</p> <p>Bus route 166</p> <p>Regular services: 1 bus every 30mins</p>		
Parcel access	<p>Possible access via Croydon Lane and/or Woodmansterne Lane.</p> <p>Public footpath on Croydon Lane and Woodmansterne Lane.</p>		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.</p>		
Utilities or servicing shortfalls	<p>The parcel adjoins the main A2022 Croydon Lane therefore unlikely to be problems connecting to utilities.</p>		
Summary	<p>The parcel benefits from reasonably good access to local services, facilities and public transport. There are unlikely to be problems connecting to utilities given that the parcel adjoins Croydon Lane (A2022). Further investigation into specific infrastructure requirements would be required should the parcel be allocated for development.</p>		

Availability & Suitability	
Landowners	<p>There are a number of land owners.</p> <p>The Council has landownership details for the majority of the parcel.</p>
Is land being actively promoted for development?	<p>The majority of the parcel has been promoted to the Council for housing development. A small part to the south has not.</p> <p><u>Western part of the parcel:</u></p> <p>Planning permission has recently been granted for the redevelopment of Hengest Farm to provide 7 dwellings. The planning permission included a condition that the adjoining land would be used for grazing/ agricultural purposes.</p> <p><u>Eastern part of the parcel:</u></p> <p>Planning permission has recently been refused and dismissed at appeal for use as a burial site. It has been actively promoted for housing development.</p> <p><u>Southern part of the parcel:</u></p>

	Contains a number of large dwellings and has not been promoted for housing development. Land ownership is unknown.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. The landowners of the eastern part of the parcel have expressed an interest in developing the site themselves. A site of this scheme would likely attract interest from regional housebuilders.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. Planning permission has been granted for the removal of the existing industrial/ commercial uses.
Summary	The parcel is considered to be available for housing development: the majority of the parcel has been promoted for housing development and the remaining part which has not been promoted comprises existing residential dwellings. No ownership or legal constraints to achievability have been identified.

BAN3: Land South of Woodmansterne Lane



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1:1,490

PARCEL: BAN3 – Land South of Woodmansterne Lane

General

Total Area	7.7ha
Land Uses	Predominant land use: Equestrian and grazing Other land uses: residential; equestrian; and ancillary agricultural
Ward	Banstead Village
Previously Developed Land?	The parcel is predominantly undeveloped and comprises a horse sanctuary. The built form is limited to the northern part of the site.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	There are a number of listed buildings at 4-6 Woodmansterne Lane approx. 0.05m to the north west of the parcel.
Locally Listed Buildings	Apsley House is approx. 0.2km to the south west of the parcel.
Conservation Area	Park Road and Mint Road Conservation Area adjoins the parcel to the north west, however, the openness of the parcel is not apparent within, nor does it form a demonstrable part of the setting and character of the Conservation Area.
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Banstead Village Area of Archaeological Potential is approx. 0.1km to the west of the parcel and the Skeleton with Remains of Pike Staff Area of Archaeological Potential is approx. 0.2km to the east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Small and medium sized fields with predominantly straight and regular boundaries.
Informal consultation	Heritage officer: no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Ground level falls from north to south.
Active agricultural use?	The parcel is used for horse grazing.
Agricultural Grade	3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that although the quality of the landscape is mixed, the value of the Green Belt as a strategic separator between the borough's urban areas and the settlement edge at the southern fringe of London is very valuable and therefore there is a medium sensitivity to development.
Summary	The parcel is within an area of medium sensitivity to development and contains some of the characteristics of the landscape character including small fields and established hedgerows. Given that land levels fall from north to south, consideration would need to be given to wide ranging views.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 7.4km to the south of the parcel.
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SSSI	N/A
SNCI (existing or proposed)	The Shrubbery proposed SNCI is approx. 0.2km to the south of the parcel and East of Hengest Farm proposed SNCI is approx. 0.3km to the north east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	N/A
BOA	The North Downs BOA is approx. 0.2km to the south east of the parcel.
TPOs	A group of TPOs adjoin the north east of the parcel.
Planned biodiversity improvements?	None known.
Summary	There are no specific biodiversity constraints to development although development would need to relate sensitively to the proposed SNCIs and BOA.

Access to countryside and recreation

Public Rights of Way	A public right of way adjoins the parcel to the south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Banstead Village: focus on increasing provision of play areas; on increasing the value of the existing park through improving access and quality.
Summary	The parcel currently offers no public access to the countryside or recreation. Should the parcel be allocated for development, access to the public right of way would need to be retained and opportunities to provide play facilities explored.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Small areas in the north east and south west identified as being at risk of surface water flooding 1 in 1,000 years.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation	N/A	
Summary	<u>Flood risk</u> : small areas of the parcel have been identified as being at risk of surface water flooding <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	None known.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: no overriding environmental health concerns. The parcel is not on the environmental health contaminated land list.
Summary	No environmental health and amenity constraints to development have been identified.

Green Belt

Findings of Green Belt	Overall contribution: 10 (1 low importance – 15 high importance)
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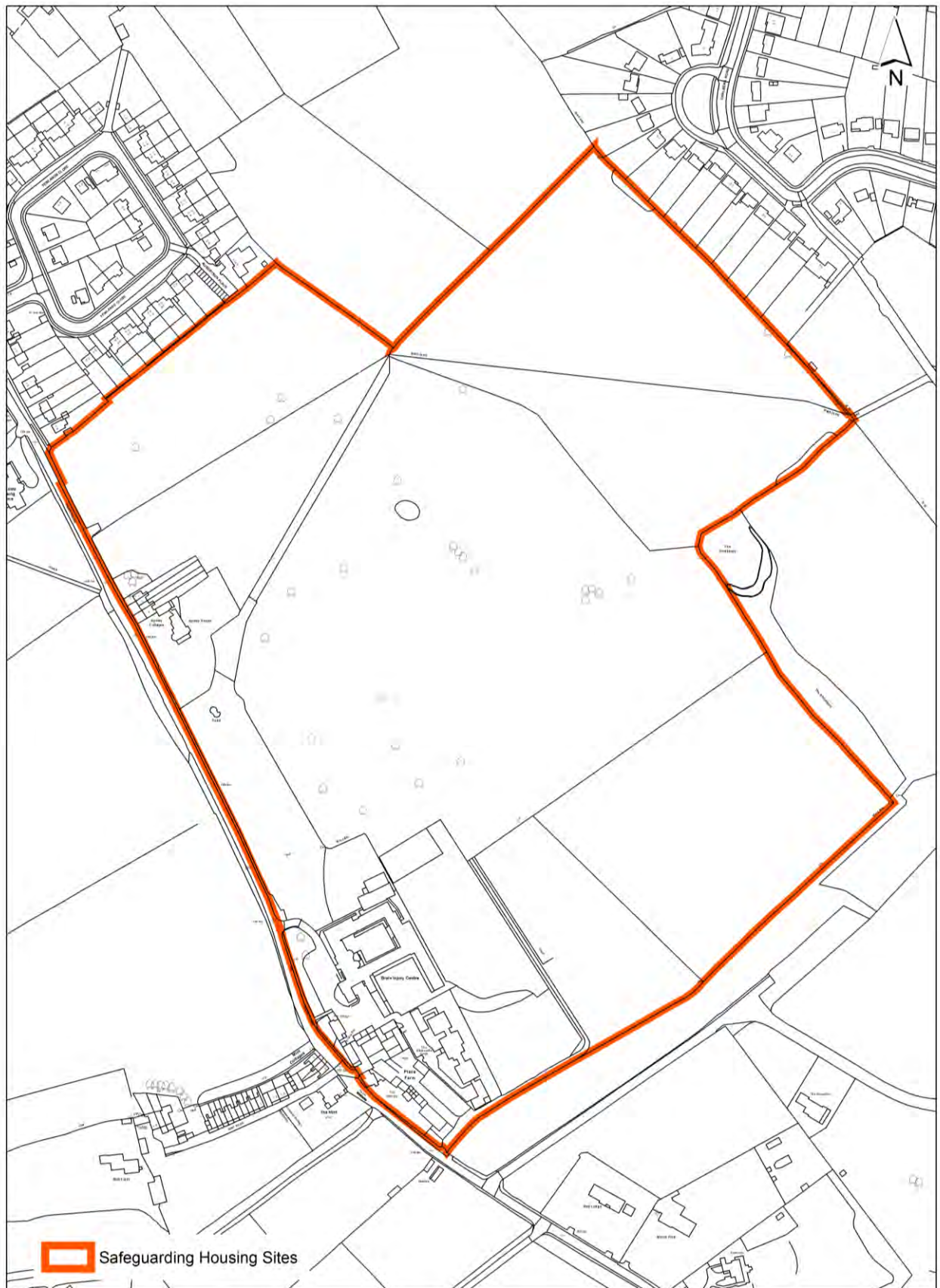
Review	Checking sprawl: Moderate importance Settlement separation: Higher importance Safeguarding countryside: Higher importance Setting of historic towns: Lower importance To assist in urban regeneration: Lower importance
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Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Banstead	0.6km	Via Woodmansterne Lane and B2217.
Local Centre	N/A		Banstead town centre is within closer proximity than local centres.
Rail Station	Banstead	2.1km	Via Woodmansterne Lane, B2217, A2022 and Banstead Road
Secondary school	The Beacon School	2.3km	Via Woodmansterne Lane, B2217, B2219, Garratts Lane, The Drive and Picquets Way
Primary School	Greenacre	0.9km	Via Woodmansterne Lane, B2217 and B2218
GP	The Longcroft Clinic	0.1km	Via Woodmansterne Lane
Employment area	Pitwood Park	5.4km	Via Woodmansterne Lane, B2217, B2219, Garratts Lane, A217, B221, Merland Rise, Headley Grove and Waterfield
Bus routes	Bus stop approx. 0.5km to the east of the parcel. Bus routes: 166, 408, 420, 617, 619, 820, 866 and S1 Regular services: 1 bus every 15mins		
Parcel access	The parcel has direct access to Woodmansterne Lane.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel adjoins existing residential areas and therefore there are unlikely to be problems connecting to utilities. Capacity improvements may be required.		
Summary	The parcel benefits from relatively good access to local services, facilities and public transport and is within close proximity to existing residential dwellings, therefore there are unlikely to be problems connecting to utilities (although capacity improvements may be required). Should the parcel be allocated for development, further investigation into specific infrastructure requirements would be needed.		

Availability & Suitability	
Landowners	Owned by a number of private individuals.
Is land being actively promoted for development?	The parcel is being actively promoted to the Council for residential development.
Is there housebuilder/developer interest?	A developer, Rydon Homes Ltd, has an option agreement on the site.
Legal/ownership constraints or existing uses to be relocated	No known legal/ ownership constraints have been identified. The existing equestrian sanctuary may need to be relocated.
Summary	There is a reasonable prospect that the site will be brought forward for development given that it is being actively promoted by Rydon Homes who have

	an option agreement on the site. The existing equestrian sanctuary may need to be relocated.
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BAN4: Land East of Park Road



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1:2,220

PARCEL: BAN4 – Land east of Park Road

General

Total Area	22.5ha
Land Uses	Predominant land use: open grazing/ pasture Other land uses: residential, community and horse sanctuary
Ward	Banstead Village and Chipstead, Hooley and Woodmansterne
Previously Developed Land?	The parcel is predominantly undeveloped; the built form is constrained to the east of the parcel.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	There are a number of statutory listed buildings at the Queen Elizabeth Rehabilitation Centre in the south west of the parcel. There are also a number of statutory listed buildings at Jireh Cottage, Park Cottage and Woodman's Cottage approx. 0.04km to the north west of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings in the east of the parcel at Apsley House and a number of locally listed buildings at Parkside Nursing Home approx. 0.03km to the east of the parcel.
Conservation Area	The western part of the parcel lies within the Park Road and Mint Road Conservation Area. The parcel acts as the backdrop to the conservation area, adding to the character and setting.
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	The Banstead Anti-Aircraft Ammunition Depot Area of High Archaeological Importance is approx. 0.03km to the south of the parcel. Banstead Village Area Archaeological Potential is approx. 0.2km to the north of the parcel.
Historic Park/Garden	Historic Garden and C18th wilderness woodland adjoining Queen Elizabeth Foundation.
Other	N/A
Historic landscape classification	Mixed: the parcel is characterised by a mixture of small and large field patterns with regular and irregular boundaries.
Informal consultation	Heritage Officer: Development would need to avoid and be sensitive to the conservation area, listed buildings, historic garden and C18th wilderness woodland.
Summary	Heritage constrains development potential: the western part of the parcel falls within the Park Road and Mint Road Conservation Area and the parcel acts as the backdrop to the conservation area. Development would need to avoid and be sensitive to the conservation area, listed buildings, historic garden and C18th wilderness woodland.

Landscape

AONB	N/A
AGLV	AGLV is approx. 0.4km to the south west of the parcel.
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough's landscape assessment concluded that the northern part of the parcel has a medium sensitivity to development and the southern part of the parcel has a

	high sensitivity to development.
Summary	The parcel is relatively flat, open grazing/ pasture agricultural land. The northern part of the parcel abuts the urban area and has a medium sensitivity to development whilst the southern part of the parcel has a higher sensitivity to development. The parcel contains many of the landscape characteristics including small to medium sized fields and some established trees and hedgerows and there is some built development in the south west. Development should seek to retain the existing field pattern, hedgerow and trees.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 6.9km to the south of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The Shrubbery proposed SNCI adjoins the parcel to the south east.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	There are a number of established trees to the south east and west of the parcel.
BOA	The parcel adjoins the North Downs BOA to the south and east.
TPOs	N/A
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development. Development would need to relate sensitively to the proposed Shrubbery SNCI and North Downs BOA. Any development should seek to retain the trees where possible.

Access to countryside and recreation	
Public Rights of Way	There is a public right of way through the middle of the site.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Banstead Village: focus on increasing provision of play areas; on increasing the value of the existing park through improving access and quality. Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Summary	The parcel currently offers some public access to the countryside. Should the parcel be allocated for development, the public right of way would need to be retained and opportunities to provide play facilities and enhance biodiversity explored.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Small area to the south west identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk</u>: there are no overriding flooding constraints to development (no land falls within Flood Zones 2/3). A small area in the south west has been identified as being at risk of surface water flooding.</p> <p><u>Water quality</u>: further investigation would be required should the parcel be allocated for development.</p>	

Environmental Health and Amenity

Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development; further investigation would however be required into the buildings in the south west of the parcel.
Summary	There are no overriding environmental health constraints to development.

Green Belt

Findings of Green Belt Review	<p>Overall contribution: 12 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Higher importance</p> <p>Settlement separation: Higher importance</p> <p>Safeguarding countryside: Higher importance</p> <p>Setting of historic towns: Moderate importance</p> <p>To assist in regeneration: Low importance</p>
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Infrastructure and accessibility

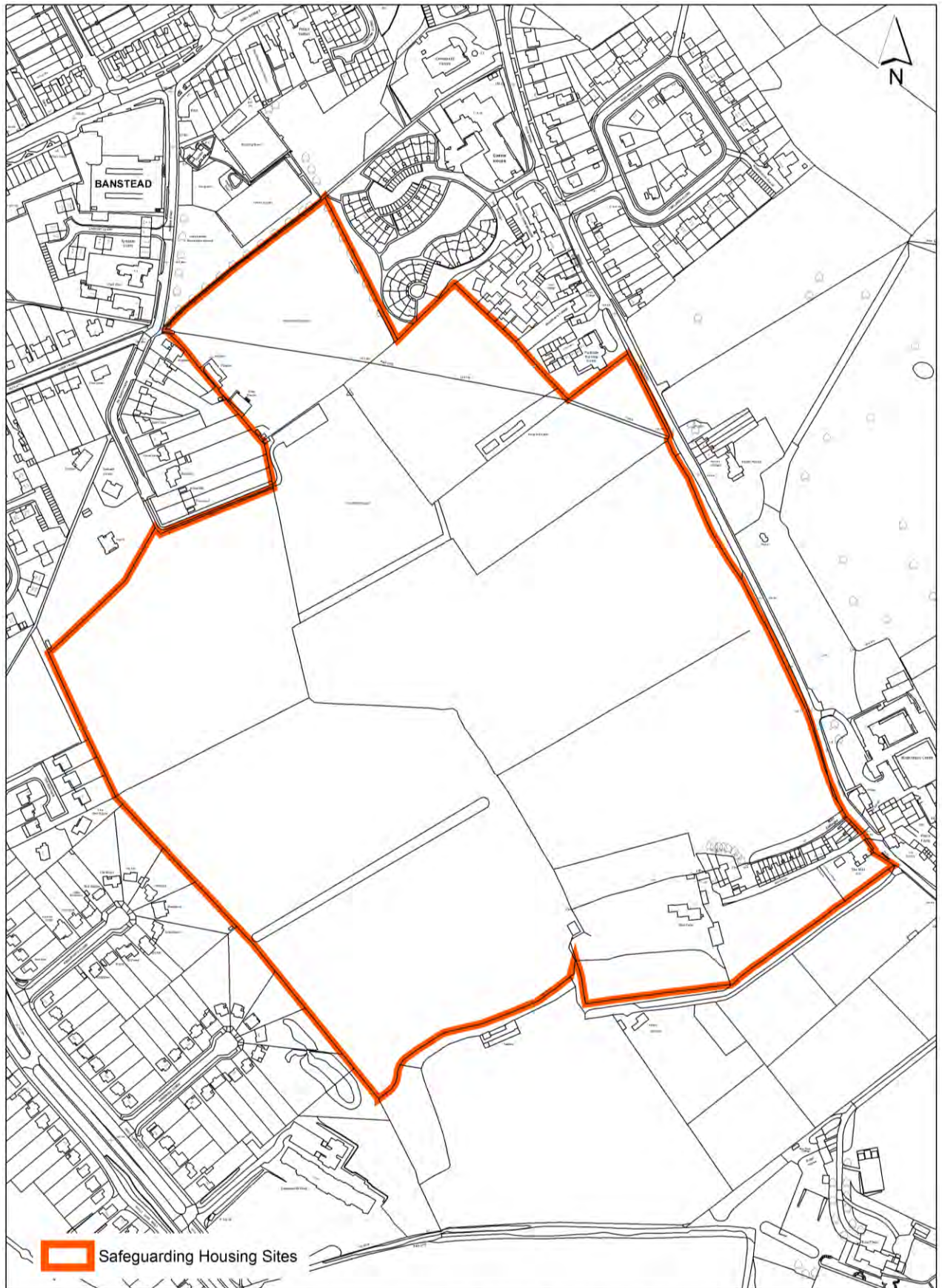
	Name	Distance	Commentary
Town Centre	Banstead	0.6km	Via Park Road and B2217
Local Centre	N/A		Banstead town centre is closer than the local centres.
Rail Station	Banstead	2.1km	Via Park Road, B2217, A2022 and Banstead Road
Secondary school	The Beacon School	2.4km	Via Park Road, B2217, B2219, Garratts Lane, The Drive and Picquets Way
Primary School	St. Anne's Catholic School	1.3km	Via Park Road, B2217 and B2219
GP	The Longcroft Clinic	0.5km	Via Park Road and Woodmansterne Lane
Employment area	Pitwood Park	6.3km	Via Park Road, A2022, A217, B2221, Merland Rise, Headley Grove and Waterfield.
Bus routes	<p>Bus stop approx. 0.5km to the north of the parcel.</p> <p>Bus routes: 166, 408, 420, 617, 619, 820, 866 and S1</p> <p>Regular services: 1 bus every 15mins</p>		
Parcel access	The parcel adjoins Park Road		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough.</p> <p>If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.</p>		
Utilities or servicing shortfalls	The parcel adjoins existing residential areas and therefore there are unlikely to be problems connecting to utilities. Capacity improvements may however be required.		
Summary	<p>The parcel has relatively good access to local services, facilities and public transport and given that the parcel adjoins existing residential dwellings, there are unlikely to be problems connecting to utilities (however capacity improvements may be required).</p> <p>Further investigation into specific strategic infrastructure requirements would be needed should the parcel be allocated for development.</p>		

Availability & Suitability

Landowners	Mixed ownership: number of private individuals and Queen Elizabeth Foundation.
Is land being actively	Part of the parcel adjoining Yewlands Close has previously been promoted to the

promoted for development?	Council for development. The remainder of the site has not been promoted for housing development.
Is there housebuilder/developer interest?	No housebuilder/ developer interest known. A development of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No known legal/ ownership constraints have been identified. The existing community uses may need to be relocated or re-provided.
Summary	The parcel is not considered to be available for development. The parcel is owned by a number of parties, one of whom has previously promoted their part for development, the intentions of the other landowners are unknown. The existing community uses may need to be re-provided.

BAN5: Land West of Park Road, Banstead



PARCEL: BAN5 – Land west of Park Road, Banstead

General	
Total Area	28.2ha
Land Uses	Predominant use: open grazing/ agricultural land Other land uses: formal recreation/ sport field, residential and agricultural buildings
Ward	Banstead Village and Chipstead, Hooley and Woodmansterne
Previously Developed Land?	Undeveloped. The northern part of the parcel is used for formal recreation (cricket facilities). The built form is confined to a small area in the north east and south east of the parcel/
Existing land allocations?	No

Heritage	
Statutory Listed Buildings	There are a number of statutory listed buildings at Mint Farm approx. 0.02km to the south of the parcel; at Castle House approx. 0.09km to the north east of the parcel; and at Jireh Cottage and Park Cottage approx. 0.06km to the east of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings adjoining the parcel. Adjacent to the south of the parcel: <ul style="list-style-type: none"> • 1-10 Mint Cottages, Mint Road locally listed buildings • 11 Mint Cottages, Mint Road • 1-4 Mint Cottages, Park Road Adjacent to the north of the parcel: <ul style="list-style-type: none"> • Midlands, 9 De Burgh Park • Pavilion next to the Cricket Club House Adjacent to the east of the parcel: <ul style="list-style-type: none"> • Coach House to north of Parkside Nursing Home • Flat 1, The Mews Parkside Nursing Home • Apsley House • Apsley Cottages
Conservation Area	The south eastern tip of the parcel is within the Park Road and Mint Road Conservation Area and the eastern edge adjoins the Park Road and Mint Road Conservation Area. The parcel is particularly apparent within and visible from the Mint Road element of the conservation area with its open fields clearly forming part of the backdrop, setting and character of the area.
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	All Saints Church Area of Archaeological Potential is approx. 0.1km north of the parcel. Banstead Village Area of Archaeological Potential is approx. 0.2km to the north east of the parcel. Banstead Anti-Aircraft Ammunition Depot (1938) is approx. 0.2km to the south east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Mixed: predominantly smaller field pattern with regular boundaries.
Informal consultation	Heritage Officer: no overriding heritage constraints to development subject to sensitive design to protect the conservation area. Noted interesting field pattern.
Summary	There are no overriding heritage constraints to development subject to sensitive design to protect (and where possible enhance) the setting of the listed buildings and conservation area.

Landscape	
AONB	N/A
AGLV	AGLV is approx. 0.1km to the south of the parcel.
AONB recommended	N/A

additional area	
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough's landscape assessment concluded that the northern part of the parcel abutting the urban area has a low to medium sensitivity to development and the southern part of the parcel has a higher sensitivity to development.
Summary	The northern part of the parcel abuts the urban area and is identified as being of low to medium sensitivity to development. Whilst the southern part of the parcel is identified as being at high sensitivity to development. The parcel contains many of the landscape characteristics including small to medium sized fields and well established hedgerows and development should seek to retain these characteristics.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 6.7km to the south west of the parcel.
SSSI	N/A
SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	An area of Ancient Woodland adjoins the southern boundary of the parcel.
Other Woodland	The edges of the fields are delineated by established trees and hedgerows.
BOA	The North Downs BOA is approx. 0.3km to the south of the parcel.
TPOs	There are a group of TPOs in the north east of the parcel and groups of TPOs adjoining the parcel to the north and east.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development. Development should seek to relate sensitively to the BOA, retain the TPOs and seek to retain the other existing trees where possible.

Access to countryside and recreation	
Public Rights of Way	Public right of way in the across the northern edge of the parcel.
Formal recreation	There are cricket facilities in the north of the parcel. The cricket facilities are not available to the public and therefore re-provision would be dependent upon the club's needs. The grounds are, however, informally used as an extension to the recreation ground.
Informal recreation	N/A
Open Space Assessment findings	Banstead Village: focus on increasing provision of play areas; on increasing the value of the existing park through improving access and quality. Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Summary	The parcel currently offers some access to the countryside – should the parcel be allocated for development the existing public right of way would need to be retained. Re-provision/ relocation of the cricket facilities would be dependent upon the club's needs.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Small areas identified in the south east and north as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, small areas in the south east and north are at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	None known.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: there are no overriding environmental health concerns. The site is not on the environmental health contamination list.
Summary	There are no overriding environmental health constraints to development.

Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 high importance) Checking sprawl: Lower importance Settlement separation: Higher importance Safeguarding countryside: Moderate importance Setting of historic towns: Moderate importance To assist in regeneration: Low importance

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Banstead	0.2km	Via Avenue Road
Local Centre	N/A		Banstead town centre is closer than local centres.
Rail Station	Banstead	1.7km	Via Court Lodge, B2219, B2217, A2022 and Banstead Road
Secondary school	The Beacon School	1.5km	Via Court Road, Garratts Lane, The Drive and Picquets Way
Primary School	St Anne's Catholic School	0.4km	Via Court Road
GP	Banstead Village Clinic	0.3km	Via Avenue Road and B2217
Employment area	Pitwood Park	4.7km	Via B2217, B2219, Garratts Lane, A217, B221, Merland Rise, Headley Grove and Waterfield
Bus routes	Bus stop approx. 0.2km to the north of the parcel. Bus routes: 166, 318, 408, 420, 617, 820, 866 and S1 Regular services: 1 bus every 15 mins		
Parcel access	Possible access via Park Road.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper		

	notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.
Utilities or servicing shortfalls	The parcel adjoins existing residential areas and therefore there is unlikely to be problems connecting to utilities. Capacity improvements may however be required.
Summary	The parcel benefits from reasonably good access to local services, facilities and public transport and given that the parcel adjoins existing residential areas there are unlikely to be problems connecting to utilities (however capacity improvements may be required). Further investigation into specific strategic infrastructure and utilities would be required should the parcel be allocated for development.

Availability & Suitability	
Landowners	Mixed land ownership including private individuals, Banstead Cricket & Sports Club, Conifercourt Leisure Ltd and Reigate & Banstead Borough Council.
Is land being actively promoted for development?	The parcel has not been promoted for residential development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A site of this size would likely attract interest from regional housebuilders.
Legal/ownership constraints or existing uses to be relocated	There is understood to be a legal covenant on part of the site. Existing residential and leisure facilities may need to be relocated/ retained.
Summary	The parcel is not considered to be available for development - it has not been promoted for development and there is understood to be a covenant on part of the site.

BAN6: Land North of Woodmansterne Lane, Woodmansterne



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1:1,008

PARCEL: BAN6 – Land North of Woodmansterne Lane, Woodmansterne

General

Total Area	4.7ha
Land Uses	Predominant use: open grazing/ agricultural land Other uses: residential and agricultural ancillary buildings
Ward	Chipstead, Hooley & Woodmansterne
Previously Developed Land?	Undeveloped. The overriding character of the parcel is open although there are a number of sporadically spaced residential buildings. Agricultural buildings are predominantly constrained to the Woodmansterne Lane frontage.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	N/A
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Skeleton with Remains of Pike Staff Area of Archaeological Potential is approx. 0.01km to the south of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Scattered settlement with paddocks (post-1811 & pre-1940 extent).
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated for development, consideration would need to be given to the area of archaeological potential.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that although the quality of the landscape is mixed, the value of the Green Belt as a strategic separator between the borough's urban areas and the settlement edge at the southern fringe of London is very valuable and therefore there is a medium sensitivity to development.
Summary	The parcel has a medium sensitivity to change; it is relatively flat open grazing/ agricultural land delineated by established trees and has small field patterns. The urban development is concentrated in the south of the parcel along Woodmansterne Lane. Development should seek to retain the existing trees and field pattern.

Biodiversity

SAC	The Mole Gap to Reigate Escarpment is approx. 8.1km to the south of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The northern part of the parcel is within the East of Hengest Farm potential SNCI.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There are areas of ancient woodland in the north and west of the parcel.
Other Woodland	There are a number of well-established trees in the east and central parts of the parcel.
BOA	The North Downs BOA is approx. 0.2km to the south of the parcel.
TPOs	N/A
Planned biodiversity improvements?	None known.
Summary	Biodiversity constrains development potential - development would need to relate sensitively to the potential East of Hengest Farm SNCI, retain the areas of ancient woodland in the north and west and where possible retain the existing established trees.

Access to countryside and recreation	
Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Summary	The parcel currently offers no access to the countryside, opportunities to enhance biodiversity should be explored if the parcel is allocated for development.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Small area to the north west identified as being at risk of surface water flooding
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation	Some environmental health investigation would be required given the former agricultural land use. Low risk.	
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, a small area in the north west has been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	None known.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: there are no overriding environmental health concerns. Some investigation would be required given the existing farm use.
Summary	There are no environmental health constraints to development.

Green Belt	
Findings of Green Belt	Overall contribution: 9 (1 low importance – 15 high importance)

Review	Checking sprawl: Moderate importance Settlement separation: Moderate importance Safeguarding countryside: Higher importance Setting of historic towns: Lower importance To assist in regeneration: Lower importance
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Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Banstead	1.2km	Via Woodmansterne Lane and B2217
Local Centre	Woodmansterne (Proposed Local Centre)	0.8km	Via Woodmansterne Lane and Woodmansterne Street
Rail Station	Banstead	2.7km	Via Woodmansterne Lane, B2217, A2022 and Banstead Road
Secondary school	The Beacon School	4.0km	Via Woodmansterne Lane, B2217, A2022, A217, The Drive and Picquets Way
Primary School	Woodmansterne	1.3km	Via Woodmansterne Lane, Woodmansterne Street and B278
GP	The Longcroft Clinic	0.5km	Via Woodmansterne lane
Employment area	Pitwood Park	5.5km	Via Woodmansterne Lane, B2217, B2219, Garratts Lane, A217, B2221, Merland Rise and Waterfield.
Bus routes	Bus stop adjacent to southern boundary. Bus routes: 408, 479 and 866 Regular services: 1 bus every 30mins		
Parcel access	The parcel is accessed via Woodmansterne Lane.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel adjoins Woodmansterne Lane (where there are a number of residential dwellings) therefore unlikely to be problems connecting to utilities, however, capacity improvements may be required.		
Summary	The parcel benefits from relatively good access to local services, facilities and public transport and given that the parcel adjoins existing residential areas there are unlikely to be problems connecting to utilities (however improvements may be required). Further investigation into specific strategic infrastructure would be required should the parcel be allocated for development.		

Availability & Suitability	
Landowners	Landownership is unknown.
Is land being actively promoted for development?	The parcel has not been promoted for residential development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder / developer interest. A site of this size would likely attract interest from regional housebuilders.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be relocated/ re-provided.
Summary	The parcel is not considered to be available for residential development - the parcel has not been promoted to the Council for housing. No legal/ ownership

	constraints to development have been identified and no existing uses would need to be relocated/ re-provided.
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BAN7: Land at Boundary Farm, Woodmansterne



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1:1,307

PARCEL: BAN7 – Land at Boundary Farm, Woodmansterne

General

Total Area	6.4ha
Land Uses	Predominant use: open grazing/ agricultural land Other uses: residential and agricultural
Ward	Chipstead, Hooley and Woodmansterne
Previously Developed Land?	Undeveloped. The built form is confined to the southern part of the parcel.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	There are a number of listed buildings at Western Acres, approx. 0.02km to the east of parcel.
Locally Listed Buildings	N/A
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Earthwork Area of Archaeological Potential is approx. 0.2km to the east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Medium sized fields with regular boundaries.
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that although the quality of the landscape is mixed, the value of the Green Belt as a strategic separator between the borough's urban areas and the settlement edge at the southern fringe of London is very valuable and therefore there is a medium sensitivity to development.
Summary	The parcel has a medium sensitivity to development and comprises some of the landscape characteristics including small fields and established woodland delineating the parcel. Development should seek to retain the existing tree boundary and field pattern.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 8.1km to the south of the parcel.
SSSI	N/A
SNCI (existing or proposed)	East of Hengest Farm potential SNCI adjoins the parcel to the north.

LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	An area of ancient woodland adjoins the parcel to the north and east.
Other Woodland	Number of established trees along the southern boundary of the parcel.
BOA	N/A
TPOs	A group of TPOs adjoin the parcel to the east.
Planned biodiversity improvements?	None known.
Summary	Biodiversity slightly constrains development potential. Development would need to be mindful of the adjoining East of Hengest Farm potential SNCI, areas of ancient woodland and TPOs.

Access to countryside and recreation

Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Informal consultation	N/A
Summary	The parcel currently offers no access to countryside and recreation. Should the parcel be allocated for development, opportunities to enhance biodiversity should be explored.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	N/A
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : there are no constraints to development. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	None known.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: there are no overriding environmental health concerns. Some investigation would be required given the existing farm use.
Summary	There are no overriding environmental health constraints to development.

Green Belt

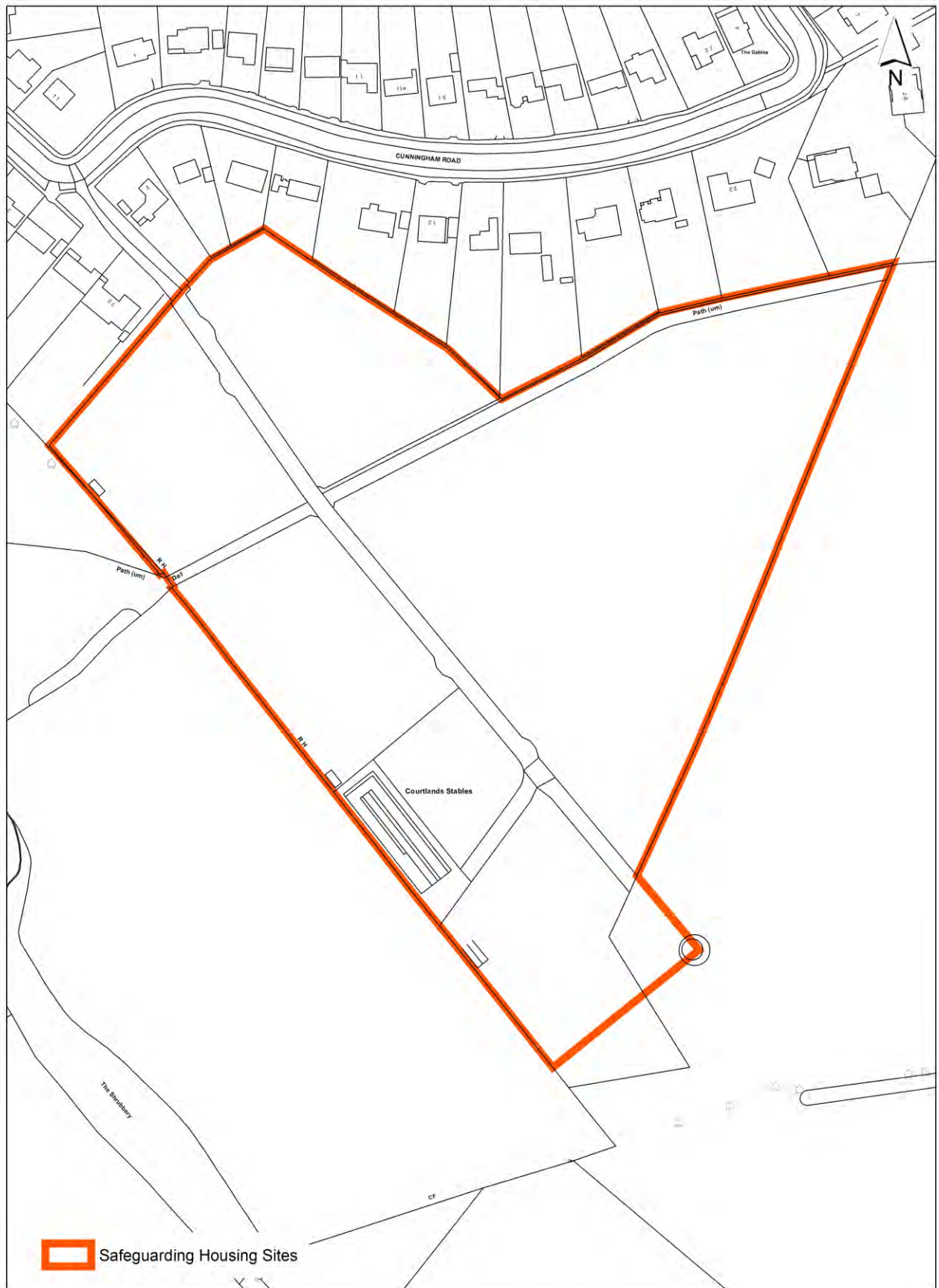
Findings of Green Belt Review	Overall contribution: 8 (1 low importance – 15 high importance) Checking sprawl: Moderate importance Settlement separation: Moderate importance Safeguarding countryside: Moderate importance Setting of historic towns: Lower importance To assist in regeneration: Lower importance
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Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Banstead	1.3km	Via Woodmansterne Lane, Park Road and B2217
Local Centre	Woodmansterne (Proposed Local Centre)	0.8km	Via Woodmansterne Lane and Woodmansterne Street
Rail Station	Banstead	2.8km	Via Woodmansterne Lane, B2217, A2022 and Banstead Road
Secondary school	The Beacon School	3.1km	Via Woodmansterne Lane, B2217, B2219, Garratts Lane, The Drive and Picquets Lane
Primary School	Woodmansterne	1.2km	Via Woodmansterne Lane, Woodmansterne Street and B278
GP	Longcroft Medical Practice	0.9km	Via Woodmansterne Lane
Employment area	Pitwood Park	5.9km	Via Woodmansterne Lane, B2217, B2219, Garratts Lane, A217, B2221, Merland Rise, Headley Grove and Waterfield
Bus routes	Bus stop adjacent to the south of the parcel. Bus routes: 155 Regular service: 1 bus every 15-30 mins		
Parcel access	The parcel is accessed via Woodmansterne Lane.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel adjoins A2022 therefore unlikely to be problems connecting to utilities.		
Summary	The parcel has relatively good access to local services, facilities and public transport. Given that the parcel adjoins A2022, there are unlikely to be problems connecting to utilities. Should the parcel be allocated for development, further investigation into specific strategic infrastructure would be required.		

Availability & Suitability	
Landowners	Unknown
Is land being actively promoted for development?	The parcel has not been promoted for residential development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A site of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be retained.
Summary	The parcel is not considered to be available for development - the parcel has not been promoted for development. No legal/ ownership constraints to development have been identified and no existing uses would need to be retained.

BAN8: Land South of Cunningham Road, Woodmansterne



PARCEL: BAN8 – Land South of Cunningham Road, Woodmansterne

General

Total Area	4.8ha
Land Uses	Predominant use: Agricultural/ equestrian
Ward	Chipstead, Hooley & Woodmansterne
Previously Developed Land?	Undeveloped. Stabling is concentrated to the south west of the parcel.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	Anti-Aircraft Ammunition Depot is approx. 0.3km to the south of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Banstead Anti-Aircraft Ammunition Depot (1938) Area of High Archaeological Importance is approx. 0.3km to the south of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Mixed: predominantly smaller fields with regular boundaries to the west and larger fields with regular boundaries to the east.
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated to development, development should relate sensitively to the Anti-Aircraft Ammunition Depot locally listed building and area of high archaeological importance.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Slightly sloping
Active agricultural use?	Yes agricultural and equestrian
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that the majority of the parcel has a low to medium sensitivity to development and the southern tip has a high sensitivity to development.
Summary	The majority of the parcel has a low to medium sensitivity to development and it does not contain many of the characteristics of the landscape character (for example it does not contain well defined hedgerows or areas of ancient woodland). Given that the parcel slopes, consideration would however need to be given to long ranging views.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 7.7km to the south of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The proposed Shrubbery SNCI is approx. 0.1km to the south of the parcel.

LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	N/A
BOA	The parcel is within the North Downs Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	None known.
Summary	Biodiversity constraints development potential – the parcel is within the North Downs Biodiversity Opportunity Area.

Access to countryside and recreation

Public Rights of Way	A public right of way extends east-to-west across the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Summary	The parcel currently offers some access to the countryside. Should the parcel be allocated for development, the existing public right of way would need to be retained and opportunities to enhance biodiversity explored.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	A small strip of land to the south east of the parcel has been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	There are no flood risk constraints to development. Water quality potentially constrains development potential – ground water has been identified as being potentially at risk of contamination and further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development. Some investigation would be required around the Old Stables.
Summary	No overriding environmental health and amenity constraints to development have been identified.

Green Belt

Findings of Green Belt Review	Overall contribution: 10 (1 low importance – 15 high importance) Checking sprawl: Higher importance Settlement separation: Moderate importance Safeguarding countryside: Higher importance Setting of historic towns: Lower importance To assist in regeneration: Lower importance
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Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Banstead	1.2km	Via Chalmers Road, Woodmansterne Lane, Park Road and B2217
Local Centre	N/A		Banstead town centre is within closer proximity than the proposed Woodmansterne local centre.
Rail Station	Banstead	2.8km	Via Chalmers Road, Woodmansterne Lane, B2217, A2022 and Banstead Road
Secondary school	The Beacon School	3.0km	Via Chalmers Road, Woodmansterne Lane, B2217, B2219, Garratts Lane, The Drive and Picquets Way
Primary School	Greenacre	1.3km	Via Chalmers Way, Woodmansterne Lane, Longcroft Avenue, A2022 and B2218
GP	The Longcroft Medical Practice	0.7km	Via Chalmers Way and Woodmansterne Lane
Employment area	Pitwood Park	6.0km	Via Chalmers Way, Woodmansterne Lane, B2217, B2219, Garratts Lane, A217, B2221, Merland Rise and Waterfield
Bus routes	<p>Bus stop approx. 0.5km to the north of the parcel. Bus routes: 408, 479 and 866 Irregular services: Approx. 1 bus a day plus school busses.</p> <p>Bus stop approx. 1.0km to the north of the parcel. Bus routes: 166, 408, 420, 617, 619, 820, 866 & S1 Regular services: 1 bus every 15 mins.</p>		
Parcel access	The parcel is accessed via Chalmers Road. Chalmers Road is a narrow residential road.		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough.</p> <p>If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.</p>		
Utilities or servicing shortfalls	The parcel adjoins residential properties, therefore there are unlikely to be problems connecting to utilities. Capacity improvements may however be required.		
Summary	<p>The parcel benefits from relatively good access to local services and facilities and there are unlikely to be problems connecting to utilities (although capacity improvements may be required).</p> <p>Access to the parcel via Chalmers Road is quite constrained.</p> <p>Further investigation into specific strategic infrastructure would be required should the parcel be allocated for development.</p>		

Availability & Suitability	
Landowners	Land ownership is unknown.
Is land being actively promoted for development?	The parcel has not been promoted for residential development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A site of this size would likely attract
Legal/ownership constraints or existing	No legal/ ownership constraints have been identified. No existing uses would need to be re-provided/ relocated.

uses to be relocated	
Summary	The parcel is not considered to be available for development – it has not been promoted to the Council for housing development and there is not known to be any housebuilder/ developer interest. No legal/ ownership constraints have been identified and no existing uses would need to be relocated/ re-provided.

BAN9: Land off Kingscroft Road, Woodmansterne



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1:1,445

PARCEL: BAN9 – Land off Kingscroft Road, Woodmansterne

General	
Total Area	7.8ha
Land Uses	Predominant land use: open field/ grazing land
Ward	Chipstead, Hooley & Woodmansterne
Previously Developed Land?	Undeveloped. There are no built form/ urbanising features within the parcel.
Existing land allocations?	No

Heritage	
Statutory Listed Buildings	N/A
Locally Listed Buildings	Banstead Anti-Aircraft Ammunition Depot (1938) is approx. 0.3km to the south of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	The Banstead Anti-Aircraft Ammunition Depot (1938) area of high archaeological importance is approx. 0.3km to the south of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Predominantly medium sized fields with regular boundaries.
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated, consideration should be given to the Banstead Anti-Aircraft Ammunition Depot (1938) locally listed building and area of high archaeological importance

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	The southern part of the parcel slopes quite steeply downwards towards the southern boundary of the site which may affect development capacity.
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Chalk Down with Woodland (CD3): elevated chalk downland with medium and small scale pastoral fields with good hedgerows and some areas of ancient woodland. There are some open views although these are often interrupted by woodland blocks or tree belts. Large parts of the parcel abut the urban area and there are a number of small hamlets and individual dwellings. The settlement and road network reduce overall tranquillity and remoteness. The borough landscape assessment concluded that the majority of the parcel has a low to medium sensitivity to development and the southern tip has a high sensitivity to development.
Summary	Whilst the majority of the parcel is within an area of low to medium sensitivity to change and displays few of the characteristics of the landscape character, landscape constrains development potential given that the southern part slopes considerably.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 7.7km to the south of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The Shrubbery potential SNCI is approx. 0.1km to the south west of the parcel and Scratchwood potential SNCI is approx. 0.2km to the south of the parcel.
LNR (existing or proposed)	N/A

RIGS	N/A
Ancient Woodland	N/A
Other Woodland	N/A
BOA	The parcel is within the North Downs Biodiversity Opportunity Area.
TPOs	A group TPO adjoins the parcel to the east.
Planned biodiversity improvements?	None known.
Summary	Biodiversity constrains development potential – the parcel is within the North Downs Biodiversity Opportunity Area, is also adjacent to a group of TPOs and within close proximity to two potential SNCIs.

Access to countryside and recreation

Public Rights of Way	A public right of way extends east-to-west across the north of the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the ward as an integral part of the Green Infrastructure Network.
Summary	The parcel currently offers some access to the countryside. Should the parcel be allocated for development, the existing public right of way would need to be retained and opportunities to enhance biodiversity explored.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	N/A
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	Flood risk: there are no flood risk constraints to development. Water quality: further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	N/A
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development.

Green Belt

Findings of Green Belt Review	Overriding contribution: 11 (1 low importance – 15 high importance) Checking sprawl: Higher importance Settlement separation: Higher importance Safeguarding countryside: Higher importance Setting of historic towns: Lower importance To assist in regeneration: Lower importance
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Infrastructure and accessibility

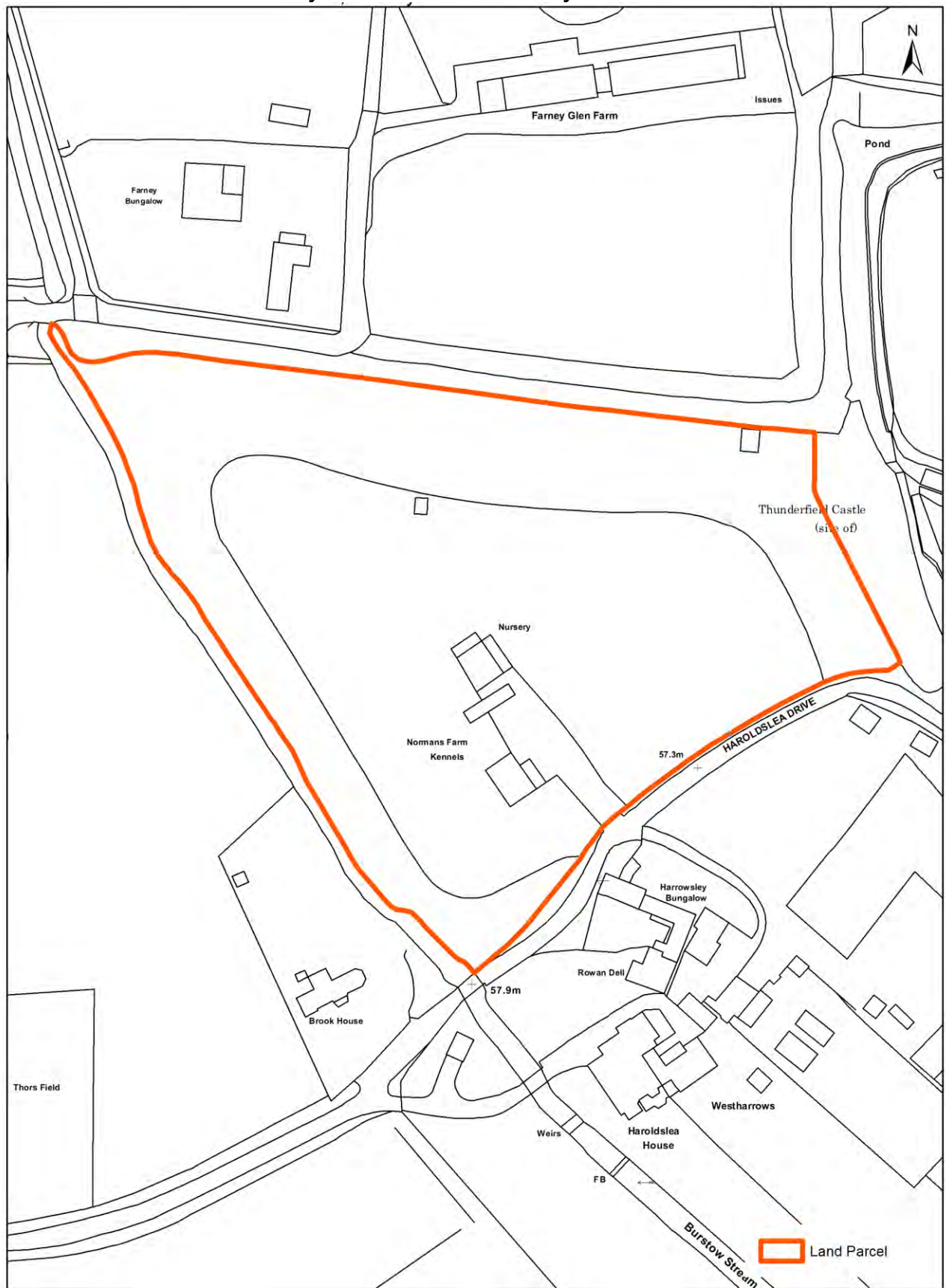
	Name	Distance	Commentary
Town Centre	Banstead	2.0km	Via Kingscroft Road, Woodmansterne Lane and B2217
Local Centre	N/A		Banstead town centre is within closer

			proximity than proposed Woodmansterne local centre.
Rail Station	Chipstead	2.6km	Via Kingscroft Road, Chipstead Way, Court Hill and Station Approach
Secondary school	The Beacon School	3.8km	Via Kingscroft Road, Woodmansterne Lane, B2217, B2219, Garratts Lane, The Drive and Picquets Way
Primary School	Woodmansterne Primary School	1.2km	Via Kingscroft Road, Woodmansterne Street, B278 and Cedars
GP	The Longcroft Medical Practice	1.6km	Via Kingscroft Road and Woodmansterne Lane
Employment area	Pitwood Park	6.8km	Via Kingscroft Road, Woodmansterne Lane, B2217, B2219, Garratts Lane, A217, B221, Merland Rise and Waterfield
Bus routes	<p>Bus stop approx. 0.8km to the north of the parcel. Bus routes: 408, 479 and 866 Irregular services: Approx. 1 bus a day plus school busses.</p> <p>Bus stop approx. 2.0km to the north of the parcel. Bus routes: 166, 408, 420, 617, 619, 820, 866 & S1 Regular services: 1 bus every 15 mins.</p>		
Parcel access	<p>The parcel has access limitations. The parcel has direct access from Kingscroft Road which would not be able to support the scale of development proposed as it is a narrow residential road with cars parked in the carriageway. The parcel also adjoins a track which joins up with Chalmers Road; this track is currently used for access to the livery stables and would be unable to support large scale residential development without significant infrastructure improvements.</p>		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper noted a decline in surplus school places over the plan period. It recommended no additional primary school provision and one additional form of secondary school entry over the plan period. The Regulation 18 Development Management Plan Heath Needs Technical Paper notes that whilst no additional health facilities are required over the plan period, the current surplus would be eroded in the north of the borough. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.</p>		
Utilities or servicing shortfalls	The parcel adjoins residential properties and therefore there are unlikely to be problems connecting to utilities, however, capacity upgrades may be required.		
Summary	The parcel has reasonable access to local services and facilities and given that the parcel adjoins existing residential areas there are unlikely to be problems connecting to utilities (however capacity improvements may be required). Parcel accessibility is however poor. Should the parcel be allocated for development, further investigation into access, specific infrastructure requirements and utilities would be required.		

Availability & Suitability	
Landowners	<p>The parcel has been split into 94 plots. The Council has landownership details for the majority of the plot holders.</p>
Is land being actively promoted for development?	21 of the 94 plot holders have promoted their sites for housing.
Is there housebuilder/developer interest?	<p>There is not known to be any specific developer interest in the site at this point. There may be the possibility of the parcel being brought forward by individual plot owners on a self-build basis. A parcel of this size would likely attract interest from regional house builders.</p>
Legal/ownership constraints or existing	Should the parcel be brought forward on a self-build basis there may be achievability challenges regarding the provision of necessary supporting

uses to be relocated	infrastructure improvements which would need to be funded up front by individual plot owners. No existing uses would need to be relocated/ re-provided.
Summary	The parcel is not considered to be available for housing (only 21 of the plot holders have promoted their sites for housing) and achievability constraints have been identified.

HE01: Land at Harrowsley Green Drive, Horley



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1:1,069

PARCEL: HE01 - Land at Haroldslea Drive, Horley

General

Total Area	1.5ha
Land Uses	Former farmhouse with nursery – the buildings have been damaged and the surrounding grounds are overgrown.
Ward	Horley East
Previously Developed Land?	Previously developed land.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	Coldlands Farm is approx. 0.3km to the north east of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings at Haroldslea House approx. 0.05km to the south east of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.1km to the east of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Scattered settlement with paddocks (post-1811 & pre-1940 extent).
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development. Some consideration would need to be given to the setting of the ancient monument.
Summary	There are no overriding heritage constraints to development subject to sensitive design to protect (and where possible enhance) the setting of the nearby listed buildings and ancient monument.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat.
Active agricultural use?	No
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	The landscape character has a medium to high sensitivity to change; however, the parcel does not display many of the specific landscape characteristics - it is severely overgrown and there are a number of established trees. Development should seek to retain the existing trees.

Biodiversity

SAC	N/A
SSSI	N/A

SNCI (existing or proposed)	The Roughs SNCI is approx. 0.8km to the south east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	There are a number of established trees on the edge of the parcel and a number around the former house.
BOA	The western and northern parts of the parcel fall within the River Mole Biodiversity Opportunity Area.
TPOs	Group of TPOs adjoin the eastern boundary of the parcel.
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Informal consultation	
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; development would need to be sensitive to the nearby SNCI; and the trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	Public footpath along the southern boundary.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Informal consultation	
Summary	The parcel currently provides some public access to the countryside. Should the parcel be allocated for development, the existing public right of way would need to be retained and new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	The Burstow Stream forms eastern parcel boundary.	
Flood Risk	FZ2	The entirety of the parcel is within Flood Zone 2.
	FZ3	The eastern boundary of the parcel is within Flood Zone 3.
	Historic Event (1968)	The entirety of the parcel is within the Historic Event (1968)
	Surface water	An area along the eastern boundary, a small area to the north and a small area to the south of the parcel have been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	Flood risk: the entirety of the parcel falls within Flood Zone 2 and the eastern boundary is within Flood Zone 3.	

	<u>Water quality</u> : further investigation would be required should the parcel be allocated for development.
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Environmental Health and Amenity	
Land contamination	The majority of the parcel is identified as potentially being at risk of land contamination. Should the parcel be allocated for development, further investigation would be required.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes (all development except up to 3 2-storey residential dwellings).
Informal consultation	Environmental Health Officer: there is a low risk of land contamination. Some investigation would be required given the former nursery use.
Summary	There are no overriding environmental health constraints to development, however, any development would be subject to aerodrome safeguarding approval and further investigation into land contamination would be required.

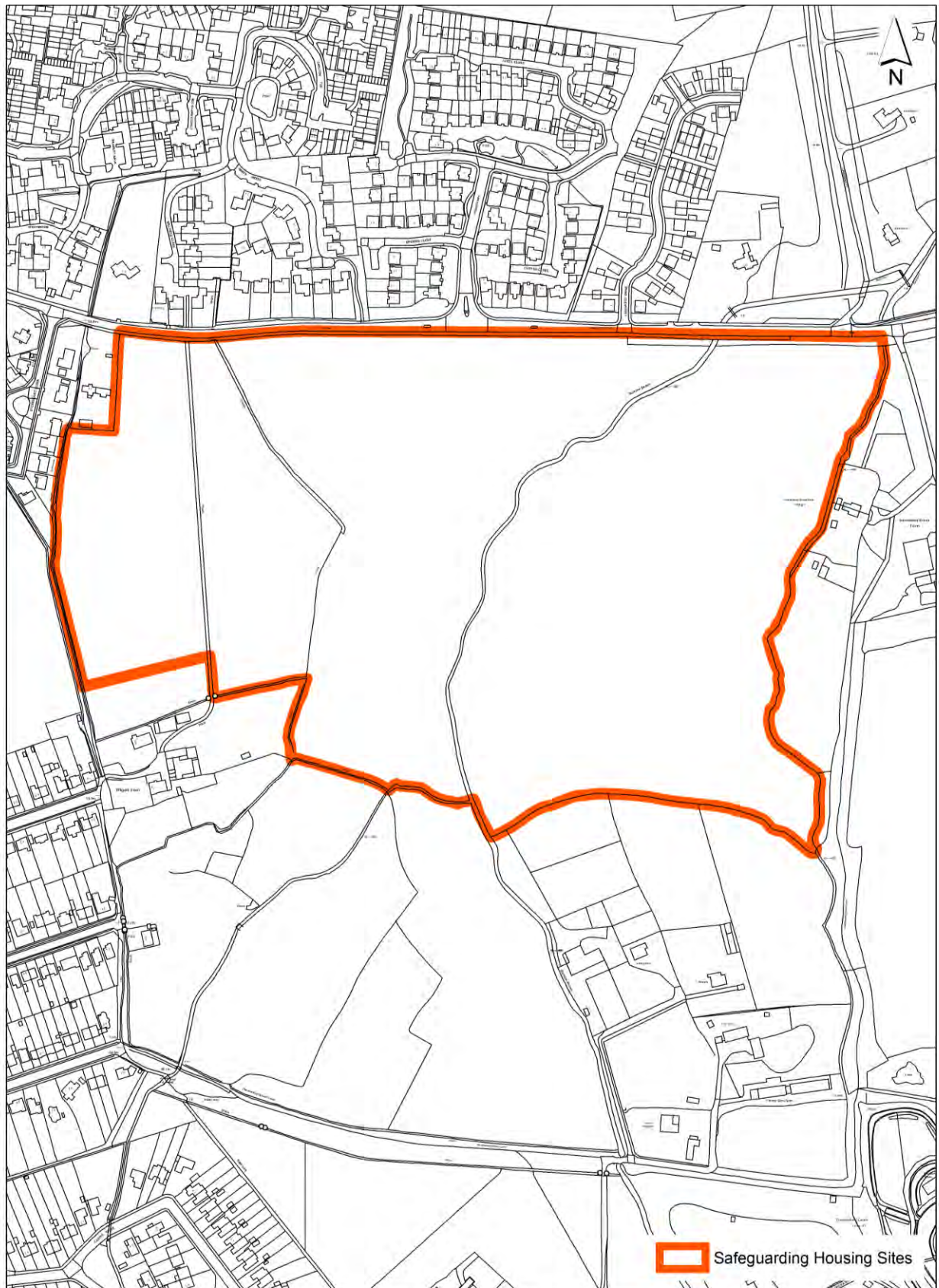
Green Belt	
Findings of Green Belt Review	<p>The site is not within currently within the Green Belt but as been assessed as part of the Green Belt Review.</p> <p>Overall contribution: 10 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Higher contribution</p> <p>Settlement separation: Moderate contribution</p> <p>Safeguarding countryside: Higher contribution</p> <p>Setting of historic towns: Lower contribution</p> <p>To assist in regeneration: Lower contribution</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley	1.3km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Local Centre	N/A		Horley town centre is in closer proximity than Brighton Road local centre.
Rail Station	Horley	1.1km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Secondary school	Oakwood	1.2km	Via Haroldslea Drive and Balcombe Road
Primary School	Langshott	1.7km	Via Haroldslea Drive, Balcombe Road and Smallfield Road
GP	Horley Health Centre	1.7km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Employment area	Balcombe Road	1.5km	Via Haroldslea Drive and Balcombe Road
Bus routes	<p>Bus stop approx. 0.8km to the north of the parcel.</p> <p>Bus routes: 22, 324, 424, 624 and Fastway 20</p> <p>Regular services: 1 bus every 15 mins</p>		
Parcel access	The parcel is accessed from Haroldslea Drive – capacity improvements may be required to support further residential development.		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley).</p> <p>These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.</p>		
Utilities or servicing shortfalls	Existing residential development in the locality suggests servicing/ connecting the site to key utilities should be achievable; although local connections may need to be upgraded.		

	Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.
Summary	The parcel benefits from relatively good access to local services, facilities and public transport and given the proximity to existing residential development there are unlikely to be problems connecting to utilities (however capacity improvements may be required). However, access is constrained. Should the parcel be allocated for development, further investigation into access, infrastructure and utilities would be required.

Availability & Suitability	
Landowners	Land owner details are known.
Is land being actively promoted for development?	The landowner has actively promoted the site for housing development.
Is there housebuilder/developer interest?	There is no known developer interest. A site of this size would likely attract interest from a local/ regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal or ownership constraints to development have been identified. No existing uses would need to be relocated/ re-provided.
Summary	There is a reasonable prospect that the site would be made available for development. No legal or ownership constraints to development have been identified and no existing uses would need to be relocated/ re-provided.

HE04: Land at Wilgers Farm, Horley



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1:2,500

PARCEL: HE04: Land at Wilgers Farm

General	
Total Area	20.5ha
Land Uses	Predominant land use: Agricultural Other land uses: Residential
Ward	Horley East
Previously Developed Land?	There is no built form within the parcel.
Existing land allocations?	The western part of the site is allocated for Town Park (open space provision) as part of the Horley Masterplan (BLP2005). This allocation is being reviewed through the DMP – the Regulation 18 Horley Open Space Development Management Plan Evidence Paper recommended a number of other options for the provision of open space within Horley and determined that should these options be deliverable that it would not be necessary to carry forward the town park allocation.

Heritage	
Statutory Listed Buildings	Whilst there are no statutory listed buildings within the parcel, a statutory listed building (70 Smallfield Road) adjoins the parcel in the north west.
Locally Listed Buildings	There are a number of locally listed buildings adjoining the south of the parcel at Wilgers Farm.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle Scheduled Ancient Monument is approx. 0.2km to the south east of the parcel.
Area of Archaeological Potential/Importance	Thunderfield Castle Area of Archaeological Importance is approx. 0.2km to the south east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	South west corner – medium to large regular fields with wavy boundaries (late medieval to 17 th / 18 th century enclosure). Rest of parcel – ‘Prairie’ fields (large enclosures with extensive boundary loss).
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development subject to sensitive design to protect the setting of the adjacent listed buildings.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Eastern and western areas: grade 3 Central area: grade 4
Landscape character	Low Weald Farmland (WF3): lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. Guidelines: conserve landscape setting to villages and resist coalescence, conserve enclosure and vegetated character, integrate into existing woodland edges, hedgerows and landscape characteristics, design and materials should respect local characteristics, pattern and building materials. Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.

Summary	The parcel is relatively flat and actively farmed. It is within an area has a medium to high sensitivity to change and displays many of the characteristics of the area such as medium-large scale fields and well-developed hedgerows. Development would need to conserve key landscape characteristics such as well-developed hedgerow patterns.
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Biodiversity	
SAC	Approx. 9.3km to Mole Valley to Reigate Escarpment
SSSI	N/A
SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	There are a number of established trees along the field boundaries.
BOA	The majority of the parcel falls within the River Mole Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; hedgerows and trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	There is a public right of way running along the western boundary of the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Summary	Should the parcel be allocated for development, access to the existing public right of way would need to be retained and new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	Main river (Burstow Stream) runs through the centre of the parcel. The Main River also runs along the western and eastern boundaries of the parcel. There are also a number of ditch lines running north-to-south through the parcel.	
Flood Risk	FZ2	The majority of the parcel falls within Flood Zone 2.
	FZ3	Areas in the east, west and centre of the parcel fall within Flood Zone 3.
	Historic Flood Event (1968)	The majority of the parcel falls within the historic flood event.
	Surface water	Areas in the east, west and centre of the parcel.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the	

	parcel be allocated for development, further investigation would be required.
Informal consultation	
Summary	<u>Flood risk</u> : the majority of the parcel falls within Flood Zone 2 and areas in the east, west and centre fall within Flood Zone 3. Areas in the east, west and centre are also susceptible to surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.

Environmental Health and Amenity

Land contamination	N/A
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	Overland communication cables run north-south through the parcel.
Aerodrome Safeguarding	Yes – structures over 15m.
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development.
Summary	Any development proposal would be subject to aerodrome safeguarding approval and may require location of pylons.

Green Belt

Findings of Green Belt Review	The site is not within currently within the Green Belt but as been assessed as part of the Green Belt Review. Overall contribution: 8 (1 low importance – 15 high importance) Checking sprawl: moderate contribution Settlement separation: lower contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution
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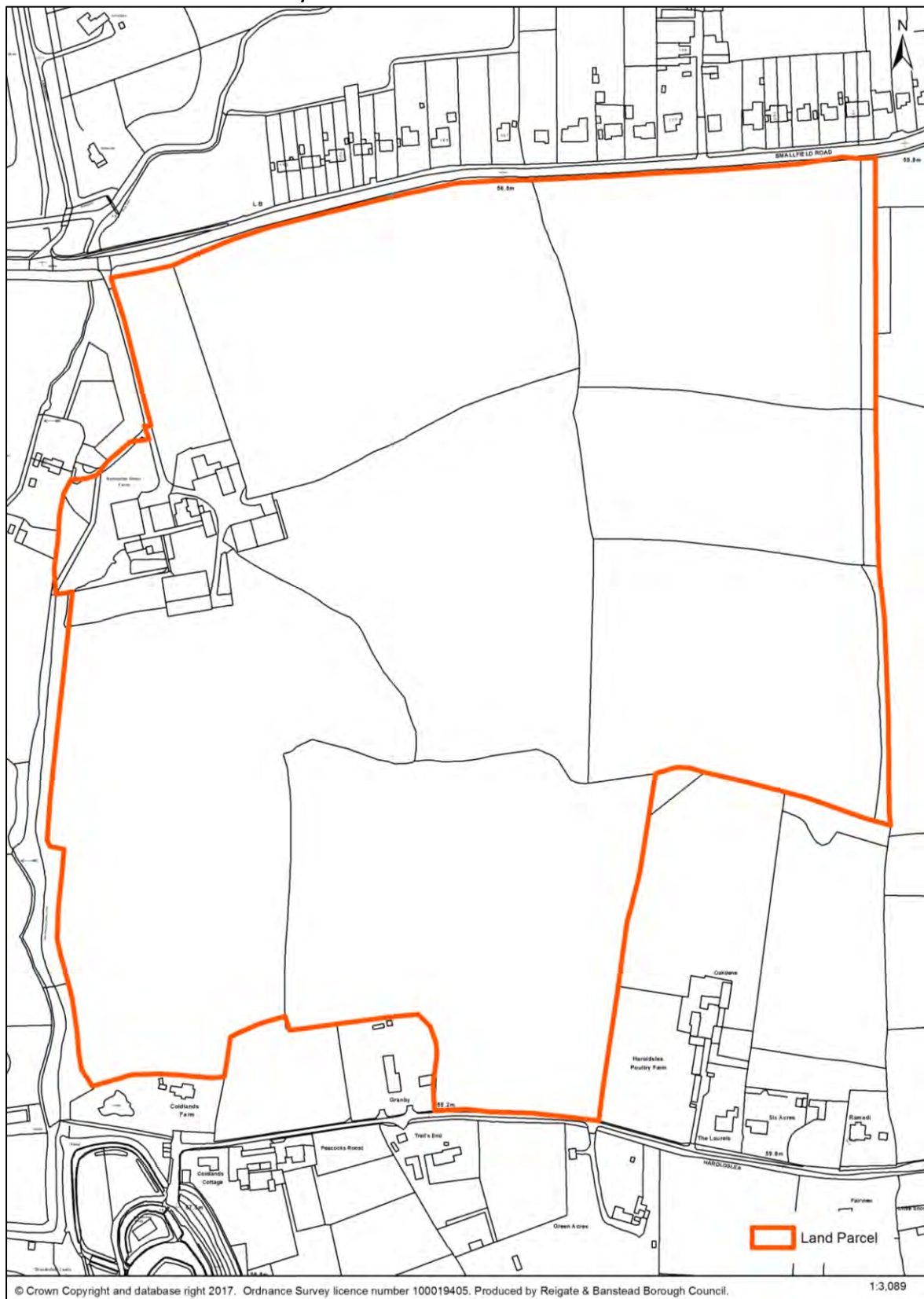
Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Horley	1.2km	Via Smallfield Road, Station Road and High Street
Local Centre	N/A		Brighton Road local centre is further distance than Horley town centre.
Rail Station	Horley	1.5km	Via Smallfield Road and Station Road
Secondary school	Oakwood School	0.7km	Via Smallfield Road
Primary School	Langshott Infant	0.7km	Via Smallfield Road
GP	Horley Health Centre	1.5km	Via Smallfield Road, Station Road and High Street
Employment area	Balcombe Road Employment Area	1.0km	Via Smallfield Road and Balcombe Road
Bus routes	Bus stop adjacent to the north of the parcel. Bus routes: 324, 424 and 624 Regular bus services: 1 bus approx. every hour.		
Parcel access	The parcel could be accessed via Smallfield Road.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would		

	<p>need to be identified.</p> <p>The western part of the site is allocated for Town Park (open space provision) as part of the Horley Masterplan (BLP2005). This allocation is being reviewed through the DMP – the Regulation 18 Horley Open Space Development Management Plan Evidence Paper recommended a number of other options for the provision of open space within Horley and determined that should these options be deliverable that it would not be necessary to carry forward the town park allocation.</p>
Utilities or servicing shortfalls	Given the proximity to Smallfield Road, there is unlikely to be problems connecting to utilities. Local connection upgrades may however be required.
Summary	<p>The parcel is located within a relatively accessible location and given the proximity to Smallfield Road there are unlikely to be problems connecting to utilities.</p> <p>The western part of the parcel is allocated for a town park, although, this designation is unlikely to be carried forward.</p>

Availability & Suitability	
Landowners	Landownership is known.
Is land being actively promoted for development?	The parcel has been actively promoted for housing development.
Is there housebuilder/developer interest?	<p>There is not known to be any developer interest in the site.</p> <p>A site of this size would likely attract interest from a regional/ national developer.</p>
Legal/ownership constraints or existing uses to be relocated	<p>No legal/ ownership constraints have been identified in addition to the town park allocation.</p> <p>No existing uses would need to be relocated/ re-provided.</p>
Summary	<p>The parcel is considered to be available for housing development – the parcel has been actively promoted for housing and whilst the western part is allocated for a town park in the 2005 Horley Masterplan, it is unlikely that this designation will be carried forward.</p>

HE05: Land at Harrowsley Green Farm



PARCEL: HE05 - Land at Harrowsley Green Farm, Smallfield Road, Horley

General

Total Area	HE05
Land Uses	Predominant land use: agriculture Other land uses: ancillary agricultural buildings and dwelling
Ward	Horley East
Previously Developed Land?	Undeveloped. The agricultural buildings are concentrated in the north of the parcel.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	Coldlands Farm Statutory Listed Building adjoins the parcel to the south west.
Locally Listed Buildings	Haroldslea Green Farm is a locally listed building. 123 Smallfield Road locally listed building is approx. 0.1km to the north west of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.05km to the south west of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Small regular fields with straight boundaries (parliamentary enclosure type).
Informal consultation	Heritage Officer: the locally listed building would need to be retained and some regard would need to be given to the historic field boundaries.
Summary	There are no overriding heritage constraints to development subject to the retention of the listed buildings, sensitive design to protect (and where possible enhance) the setting of the listed buildings and regard given to the historic field pattern.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat.
Active agricultural use?	Yes (Entry Level Stewardship).
Agricultural Grade	Grade 3
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	The landscape character has a medium to high sensitivity to change and the parcel displays many of the specific landscape characteristics such as medium-sized fields and well-developed hedgerows. Any development should seek to retain the hedgerows and be mindful of long-distance views.

Biodiversity

SAC	The parcel is approx. 10km south of the Mole Valley to Reigate Escarpment.
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SSSI	N/A
SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	An area of ancient woodland is approx. 0.5km to the south east of the parcel.
Other Woodland	None of significance.
BOA	The northern half of the parcel falls within the River Mole Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Informal consultation	
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; trees should be retained where possible.

Access to countryside and recreation

Public Rights of Way	Public rights of way run along the southern and western boundaries.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Informal consultation	
Summary	The parcel currently offers some public access to the countryside. Should the parcel be allocated for development the existing public rights of way would need to be retained and new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality

Rivers, waterways or waterbodies	The Burstow Stream Tributary forms western parcel boundary.	
Flood Risk	Flood Zone 2	Northern areas and various channels of land across the site fall within Flood Zone 2.
	Flood Zone 3	Northern areas have been identified as falling within Flood Zone 3.
	Historic Event (1968)	The majority of the parcel (northern, eastern and western areas).
	Surface water	Large parts of the parcel (predominantly to the east and north) have been identified as being at risk from surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	Flood risk: the Burstow Stream Tributary forms the western parcel boundary and areas in the north fall within Flood Zones 2 and 3.	

	<u>Water quality:</u> further investigation would be required should the parcel be allocated for development.
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Environmental Health and Amenity	
Land contamination	Parts of the site may be subject to localised ground contamination. Further investigation would be required should the parcel be allocated for development.
Air pollution	Whilst the parcel does not lie within an AQMA, proximity to the M23 may give rise to air pollution.
Noise pollution	Proximity to the M23 may give rise to noise pollution.
Other amenity issues	None identified.
Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: some investigation would be required with regard to the former landfill and agricultural uses.
Summary	Any development proposal would be subject to aerodrome safeguarding approval and should give consideration to the proximity of the M23. Further investigation into potential land contamination would be required.

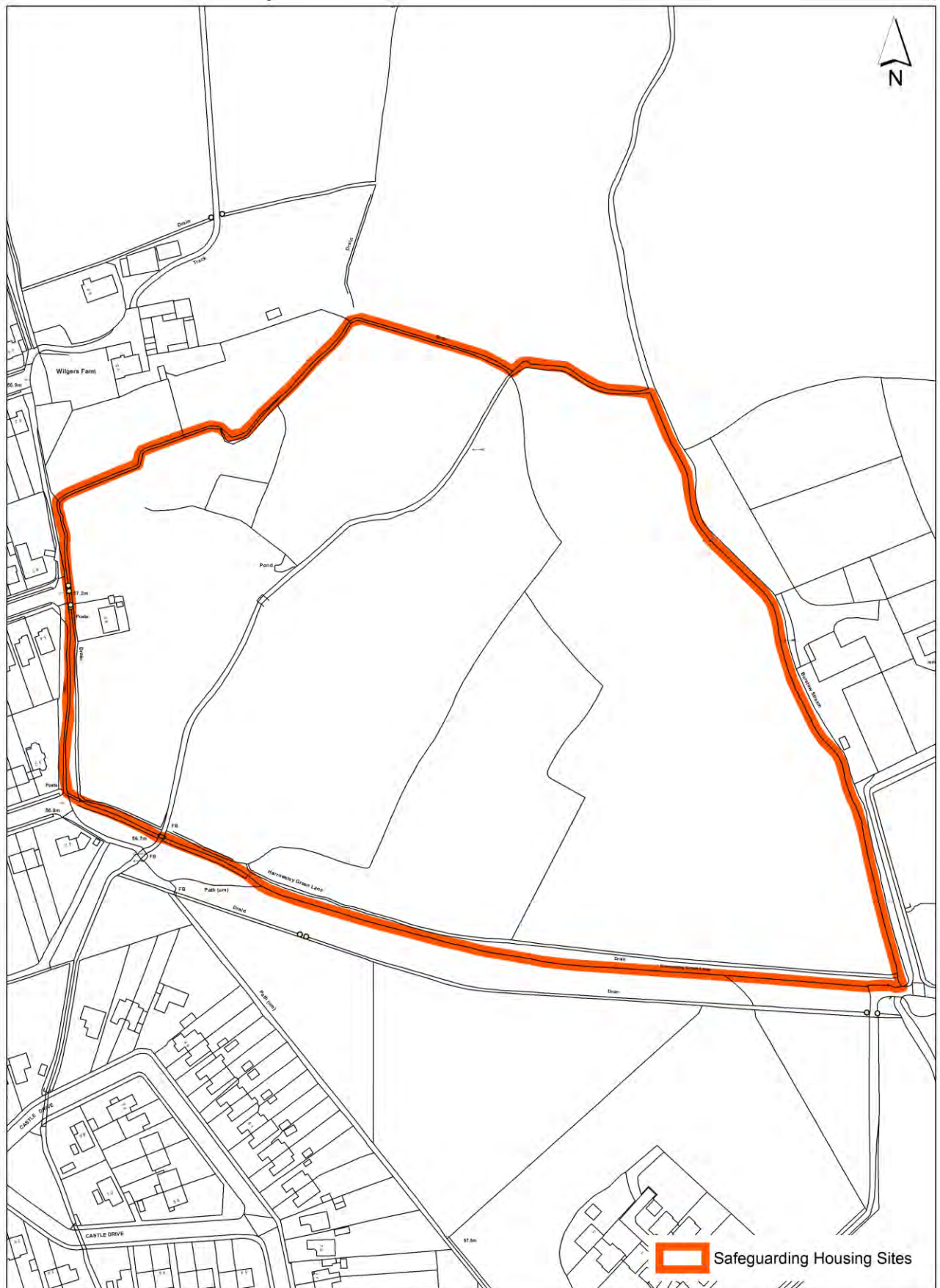
Green Belt	
Findings of Green Belt Review	<p>The site is not within currently within the Green Belt but as been assessed as part of the Green Belt Review.</p> <p>Overall contribution: 10 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Moderate contribution</p> <p>Settlement separation: High contribution</p> <p>Safeguarding countryside: Higher contribution</p> <p>Setting of historic towns: Lower contribution</p> <p>To assist regeneration: Lower contribution</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley	1.7km	Via Victoria Road and High Street
Local Centre	N/A		Brighton Road local centre is further distance than Horley town centre.
Rail Station	Horley	2.4km	Via Smallfield Road, Balcombe Road and Victoria Road
Secondary school	Oakwood	1.4km	Via Smallfield Road and Balcombe Road
Primary School	Langshott	1.0km	Via Smallfield Road
GP	Horley Health Centre	1.8km	Via Smallfield Road, High Street and Victoria Road
Employment area	Balcombe Road	1.3km	Via Smallfield Road and Balcombe Road
Bus routes	<p>Bus stop on Smallfield Road adjoins the parcel to the north.</p> <p>Bus routes 324, 424 and 624.</p> <p>Regular bus services: 1 bus every 30-60 minutes.</p>		
Parcel access	The parcel is accessed via Smallfield Road.		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley).</p> <p>These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.</p>		
Utilities or servicing shortfalls	Given existing uses on site and residential dwellings along Smallfield Road, there is unlikely to be problems connecting to utilities. Local connection upgrades may however be required.		
Summary	The parcel has reasonable accessibility to local services, facilities and public transport and given proximity to Smallfield Road, there are unlikely to be servicing/ utilities issues (however capacity improvements may be required).		

	Should the parcel be allocated for development, further investigation into utilities and infrastructure would be required.
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Availability & Suitability	
Landowners	The site is owned by a number of landowners. Landownership details are known.
Is land being actively promoted for development?	Land and Partners, working on behalf of the landowners, are actively promoting the site for development.
Is there housebuilder/developer interest?	There is no known housebuilder/ developer interest. A site of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal or ownership constraints to development have been identified. No existing uses would need to be relocated.
Summary	There is a reasonable prospect that the site would be made available for housing. No legal or ownership constraints to development have been identified and no existing uses would need to be relocated.

HE07: Land at Farney View Farm



PARCEL: HE07: Land at Farney View Farm

General

Total Area	7.9ha
Land Uses	Predominant land use: agriculture/ open fields
Ward	Horley East
Previously Developed Land?	Undeveloped. Built form is comprised to one derelict building on the western boundary.
Existing land allocations?	None

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	Whilst there are no listed buildings within the parcel, there are a number of listed buildings at Wilgers Farm adjacent to the north of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.2km to the south east of the parcel.
Area of Archaeological Potential/Importance	Thunderfield Castle is approx. 0.2km to the south east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Medium to large regular fields with wavy boundaries (late medieval to 17 th / 18 th century enclosure).
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development subject to sensitive design to protect the setting of the adjacent listed buildings.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	The majority of the parcel is in Grade 4. A small area in the north west corner is Grade 3.
Landscape character	Low Weald Farmland (WF3): lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. Guidelines: conserve landscape setting to villages and resist coalescence, conserve enclosure and vegetated character, integrate into existing woodland edges, hedgerows and landscape characteristics, design and materials should respect local characteristics, pattern and building materials. Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.
Summary	The parcel is relatively flat and actively farmed. It is within an area that has a medium to high sensitivity to change and displays many of the characteristics of the area such as medium-large scale fields and well-developed hedgerows. Development would need to conserve key landscape characteristics such as well-developed hedgerow patterns.

Biodiversity

SAC	Approx. 9.6km to Mole Valley to Reigate Escarpment
SSSI	N/A

SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	Tree belts along the parcel boundaries and demarcating field boundaries within the parcel.
BOA	The majority of the parcel falls within the River Mole BOA.
TPOs	N/A
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; hedgerows and trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	Bridleway runs along southern and western boundaries.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Summary	Should the parcel be allocated for development, access to the existing bridleway would need to be retained and new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	Main river (Burstow Stream) forms eastern parcel boundary. Main river also extends across parcel from south west corner to northern point, joining the Burstow Stream.	
Flood Risk	FZ2	The majority of the parcel falls within Flood Zone 2.
	FZ3	Areas in the eastern and western part of the parcel fall within Flood Zone 3.
	Historic Flood Event (1968)	The entirety of the parcel is within the historic flood event.
	Surface water	Areas in the west and centre of the parcel have been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk</u>: the majority of the parcel falls within Flood Zone 2 and areas in the east and west of the parcel also fall within Flood Zone 3. Areas in the west and centre of the parcel are also susceptible to surface water flooding.</p> <p><u>Water quality</u>: further investigation would be required should the parcel be allocated for development.</p>	

Environmental Health and Amenity	
Land contamination	N/A
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes – all development up to 3 2-storey residential dwellings.
Informal consultation	Environmental Health Officer – there are no overriding environmental health constraints to development.
Summary	Any development would be subject to aerodrome safeguarding.

Green Belt	
Findings of Green Belt Review	<p>The site is not within currently within the Green Belt but as been assessed as part of the Green Belt Review.</p> <p>Overall contribution: 8 (1 low importance – 15 high importance)</p> <p>Checking sprawl: moderate importance</p> <p>Settlement separation: lower importance</p> <p>Safeguarding countryside: higher importance</p> <p>Setting of historic towns: lower importance</p> <p>To assist regeneration: lower importance</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley town centre	1.3km	Via Avenue Gardens, Balcombe Road and Victoria Road.
Local Centre	N/A		Brighton Road local centre is further distance than Horley town centre.
Rail Station	Horley	1.0km	Via Avenue Gardens, Balcombe Road and Victoria Road.
Secondary school	Oakwood	1.3km	Via Avenue Gardens and Balcombe Road.
Primary School	Langshott Infant	1.3km	Via Avenue Gardens and Balcombe Road.
GP	Horley Health Centre	1.5km	Via Avenue Gardens, Balcombe Road and Victoria Road.
Employment area	Balcombe Road Employment Area	1.3km	Via Avenue Gardens and Balcombe Road.
Bus routes	Bus stop approx. 0.3km to the east of the parcel on Balcombe Road. Bus routes: 22, 324, 424, 624 and Fastway 20 Regular services: 1 bus approx. every 15mins.		
Parcel access	The parcel is accessed via Avenue Gardens and Balcombe Gardens – these are both narrow residential cul-de-sacs which would be unlikely to be capable of supporting medium/ large scale residential development. An alternative access via Haroldslea Drive is also unlikely to be capable of supporting medium/ large scale residential development.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	Given the proximity to residential development, there are unlikely to be problems connecting to utilities, however, capacity improvements may be required.		
Summary	Whilst the parcel is within a relatively accessible location, land parcel access		

	<p>constrains development potential. Access via Avenue Gardens/ Balcombe Gardens/ Harrowsley Green Lane is unlikely to support the scale of development proposed.</p> <p>Given the proximity to residential development, there are unlikely to be problems connecting to utilities, however, capacity improvements may be required.</p>
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Availability & Suitability	
Landowners	Landownership is known.
Is land being actively promoted for development?	The parcel has been actively promoted to the Council on behalf of the landowners by Land & Partners.
Is there housebuilder/developer interest?	<p>There is no known housebuilder/ developer interest.</p> <p>A site of this size would likely attract interest from a regional/ national developer.</p>
Legal/ownership constraints or existing uses to be relocated	<p>There are no known legal/ ownership constraints to development.</p> <p>No existing uses would need to be relocated.</p>
Summary	The parcel is considered to be available for housing development – it is actively being promoted for development.

HE09: Land at Newstead Hall



LAND PARCEL: HE09 - Land at Newstead Hall, Horley
General

Total Area	0.86ha
Land Uses	Open land and woodland
Ward	Horley East
Previously Developed Land?	Undeveloped.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	Inholms Farm approx. 0.2km to the south west of the land parcel. Yew Tree Cottage approx. 0.2km to the south of the land parcel. Coldlands Farm approx. 0.3km to the east of the land parcel.
Locally Listed Buildings	Number of locally listed buildings at Haroldslea House approx. 0.2km to the south east of the land parcel.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.2km to the east of the land parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Regenerated secondary woodland on farmland – not plantations
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated for development some consideration would need to be given to the proximity to the scheduled ancient monument and listed buildings.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	No
Agricultural Grade	Majority of the land parcel: grade 3. Northern and southern tips: grade 4.
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	The landscape character has a medium to high sensitivity to change; however, the land parcel does not display many of the specific landscape characteristics such as medium-sized fields with well-developed hedgerows and long-distance views. Instead, the land parcel is comprised of woodland which restricts long-distance views. Any development should seek to retain the existing trees.

Biodiversity

SAC	The Mole Valley to Reigate Escarpment lies approx. 10.1km to the north west of the land parcel.
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SSSI	N/A
SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	A significant proportion of the land parcel is wooded. There is also mature tree cover along Haroldslea Drive and Burstow Stream.
BOA	The eastern part of the land parcel falls within the River Mole Biodiversity Opportunity Area.
TPOs	A TPO group covers the majority of the land parcel.
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Informal consultation	
Summary	The majority of the parcel is covered by a group TPO which would need to be retained. Further investigation and consideration of how to enhance biodiversity in river corridor would also be needed.

Access to countryside and recreation	
Public Rights of Way	There are public footpaths to the north and south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan. The 2011 PPG17 Report outlines a number of proposed standards for new developments. The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made. New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.
Informal consultation	
Summary	The land parcel currently offers some public access to the countryside. Should the parcel be allocated for development the existing public rights of way would need to be retained and new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There is a drain running along the northern boundary of the land parcel.	
Flood Risk	Flood Zone 2	Entirety of the land parcel falls within Flood Zone 2.
	Flood Zone 3	N/A
	Historic Event (1968)	Entirety of the land parcel.
	Surface Water	Areas in the north and south of the land parcel and areas adjoining the western boundary.
	Reservoir failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk:</u> there is a drain running along the northern boundary of the parcel and the entirety of the parcel falls within Flood Zone 2. <u>Water quality:</u> further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes – all development over 2 storeys.
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development.
Summary	There are no overriding environmental health constraints to development. Any development would be subject to aerodrome safeguarding approval.

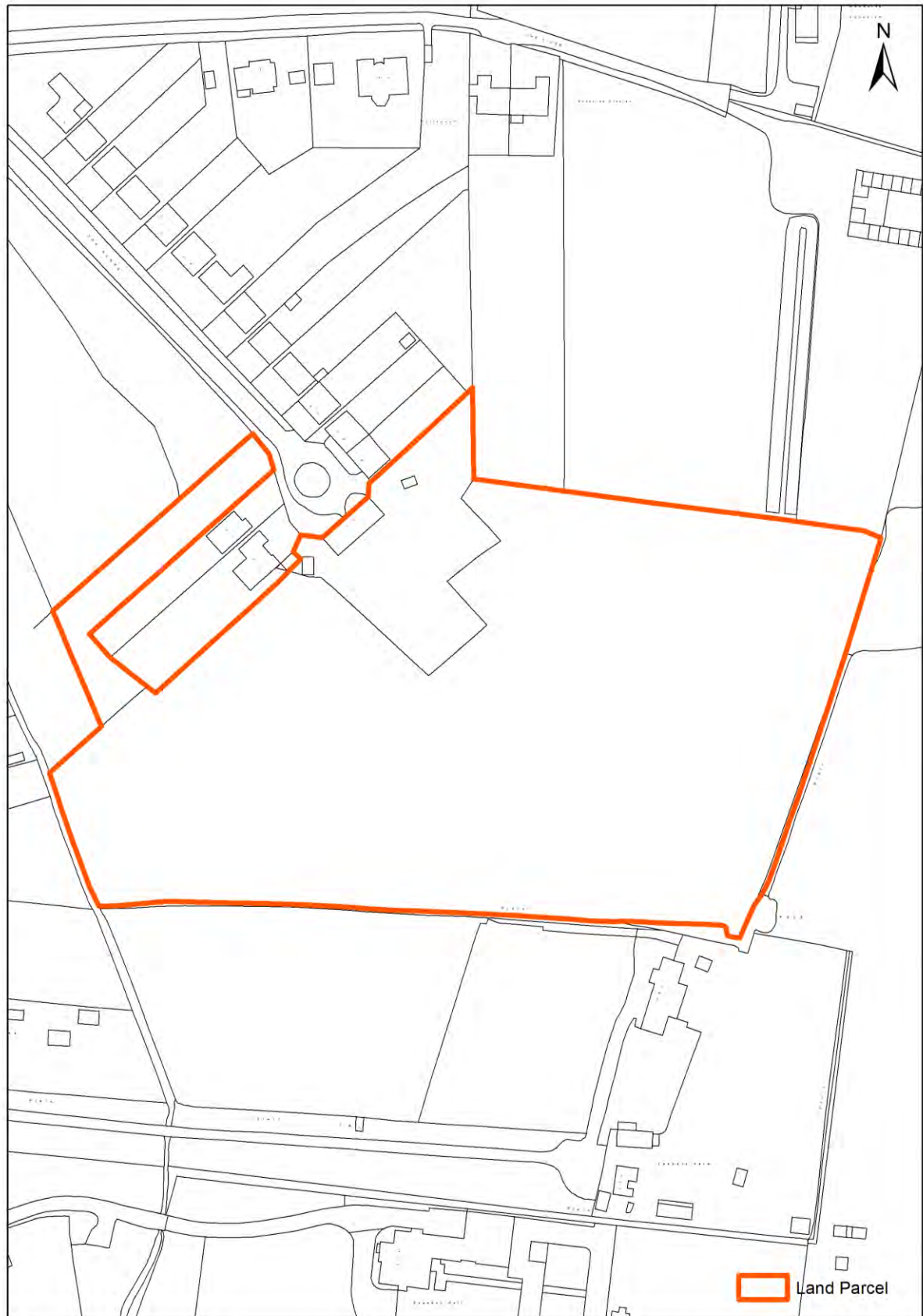
Green Belt	
Findings of Green Belt Review	<p>The site is not within currently within the Green Belt but as been assessed as part of the Green Belt Review.</p> <p>Overall contribution: 8 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Moderate contribution</p> <p>Settlement separation: Lower contribution</p> <p>Safeguarding countryside: Higher contribution</p> <p>Setting of historic towns: Lower contribution</p> <p>To assist regeneration: Lower contribution</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley	1.1km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Local Centre	N/A		Brighton Road Local Centre is further distance than Horley town centre.
Rail Station	Horley	1.1km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Secondary school	Oakwood	1.1km	Via Haroldslea Drive and Balcombe Road
Primary School	Langshott	1.7km	Via Haroldslea Drive, Balcombe Road and Smallfield Road
GP	Horley Health Centre	1.7km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Employment area	Balcombe Road	1.5km	Via Haroldslea Drive, Balcombe Road
Bus routes	Bus stop on Balcombe Road approx. 0.8km to the north west of the land parcel Bus routes 22, 324, 424, 624 and Fastway 20 Regular services: 1 bus every 15 minutes		
Parcel access	The land parcel is accessed from Haroldslea Drive – capacity improvements may be required to support further residential development.		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley).</p> <p>These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.</p>		
Utilities or servicing shortfalls	<p>Existing residential development in the locality suggests servicing/ connecting the site to key utilities should be achievable; although local connections may need to be upgraded.</p> <p>Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.</p>		
Summary	The land parcel benefits from relatively good access to local services, facilities and public transport. However, access to the land parcel is constrained. Given the proximity to existing residential development there are unlikely to be problems		

	connecting to utilities, however, improvements may be required. Should the parcel be allocated for development, further investigation into utilities, infrastructure and access would be required.
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Availability & Suitability	
Landowners	Landowner details are known.
Is land being actively promoted for development?	The landowner has promoted the site for housing development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. The landowner has indicated that if the site were to be designated a self-build site then they would consider building one of the properties.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be relocated/ re-provided.
Summary	There is a reasonable prospect that the site would be made available for development and that development would be achievable.

HE10: Land rear of 17 The Close



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PARCEL: HE10 - Land rear of 17 The Close, Horley**General**

Total Area	2.3ha
Land Uses	Semi-natural open space/ residential curtilage
Ward	Horley East
Previously Developed Land?	Undeveloped.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	Inholms Farm is approx. 0.2km to the north of the parcel. Yew Tree Cottage is approx. 0.2km north east of the parcel.
Locally Listed Buildings	N/A
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.7km to the north east of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Regular settlement with paddocks post-1940 Large regular fields with straight boundaries (parliamentary enclosure type)
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated for development, consideration would need to be given to the nearby ancient monument and listed buildings.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	Yes
Common Land	N/A
Topography	Generally flat
Active agricultural use?	No
Agricultural Grade	Grade 3
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	Landscape constrains development potential – the parcel falls within the Gatwick Open Setting (a designation to ensure the settlement gap between Horley and Gatwick airport). The landscape character has a medium to high sensitivity to change and the parcel displays many of the specific landscape characteristics being a medium sized field (albeit for residential purposes) and well-developed hedgerows. Any development should seek to retain the well-developed hedgerows and field pattern.

Biodiversity

SAC	Mole Valley to Reigate Escarpment is approx. 10.8km to the north west of the parcel.
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SSSI	N/A
SNCI (existing or proposed)	The Roughs SNCI is approx. 1.0km to the east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	N/A
BOA	N/A
TPOs	N/A
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	There are no overriding biodiversity constraints to development.

Access to countryside and recreation

Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Informal consultation	
Summary	<p>The parcel currently offers no access to the countryside or recreation.</p> <p>Should the parcel be allocated for development, new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.</p>

Flood risk and Water Quality

Rivers, waterways or waterbodies	<p>Drains run along the south and eastern boundaries of the parcel and the Main river tributaries run along the western boundary of the parcel.</p> <p>Pond adjoins the eastern edge of the parcel.</p>	
Flood Risk	Flood Zone 2	Area within the west of the parcel.
	Flood Zone 3	Area within the west of the parcel.
	Historic Event (1968)	N/A
	Surface water	The entirety of the parcel is identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk</u>: the Main River tributary runs along the western boundary of the parcel and areas adjacent fall within Flood Zones 2 and 3 and have been identified as being at risk of surface water flooding.</p> <p><u>Water quality</u>: further investigation would be required should the parcel be allocated for development.</p>	

Environmental Health and Amenity

Land contamination	None identified
Air pollution	Horley AQMA is approx. 0.1km to the west of the parcel. Proximity to the M23 and Gatwick Airport may give rise to air pollution.
Noise pollution	The site lies within the 57dB noise contour for Gatwick Airport.
Other amenity issues	None identified in addition to those above.
Aerodrome Safeguarding	Yes – all development.
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development.
Summary	There are no overriding environmental health constraints to development, however, the parcel is within close proximity to the Horley AQMA, falls within the 57dB noise contour for Gatwick Airport and is within close proximity to the M23. Development would also be subject to aerodrome safeguarding.

Green Belt

Findings of Green Belt Review	<p>The site is not within currently within the Green Belt but as been assessed as part of the Green Belt Review.</p> <p>Overall Contribution: 8 (1 low contribution – 15 high contribution)</p> <p>Checking Sprawl: Moderate contribution</p> <p>Settlement Separation: Lower contribution</p> <p>Safeguarding Countryside: Higher contribution</p> <p>Setting of Historic Towns: Lower contribution</p> <p>To assist in regeneration: Lower contribution</p>
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Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Horley	1.4km	Via The Close, Balcombe Road and Victoria Road
Local Centre	N/A		Horley town centre is nearer than Brighton Road local centre.
Rail Station	Horley	1.2km	Via The Close, Balcombe Road and Victoria Road
Secondary school	Oakwood	1.3km	Via The Close and Balcombe Road
Primary School	Langshott	1.8km	Via The Close, Balcombe Road and Smallfield Road
GP	Horley Heath Centre	1.8km	Via The Close, Balcombe Road and Victoria Road
Employment area	Balcombe Road	1.7km	Via The Close and Balcombe Road
Bus routes	<p>Bus stop approx. 0.3km to the north of the parcel</p> <p>Bus route 26</p> <p>Regular services: 1 bus per hour</p> <p>Bus stop approx. 0.9km to the north of the parcel</p> <p>Bus routes 22, 324, 424, 624 and Fastway 20</p> <p>Regular services: 1 bus every 15 minutes</p>		
Parcel access	<p>The parcel is accessed via The Close.</p> <p>The Close is a narrow road.</p> <p>Improved highway access via The Close, including appropriate junction upgrades may be required.</p>		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley).</p> <p>These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.</p>		
Utilities or servicing	Given the relative proximity of residential dwellings, there are unlikely to be		

shortfalls	problems connecting to utilities. Capacity improvements may however be required. There is understood to be a significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.
Summary	Whilst the parcel has relatively good access to local services, facilities and public transport, improvements may be required to improve access to the parcel. Given proximity to existing residential development, there are unlikely to be problems connecting to utilities, however, improvements may be required. Should the parcel be allocated for development, further investigation into access, infrastructure and utilities would be required.

Availability & Suitability	
Landowners	Landowner details are known.
Is land being actively promoted for development?	The landowner has actively promoted the site for residential development. Planning permission has been recently refused for housing development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest in the site.
Legal/ownership constraints or existing uses to be relocated	No existing land uses need to be relocated. The Close is a private road; access would be dependent upon permission from the land owner.
Summary	There is a reasonable prospect that the site would be made available for development. The Close is a private road and access would be dependent upon permission from the landowner. No existing uses would need to be relocated.

HE11: Land adjoining 61 Silverlea Gardens



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PARCEL: HE11 - Land adjoining 61 Silverlea Gardens, Horley

General

Total Area	0.9ha
Land Uses	Agricultural land/ grazing
Ward	Horley East
Previously Developed Land?	No
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	70 Smallfield Road is approx. 0.3km to the north of the parcel.
Locally Listed Buildings	61 Silverlea Gardens in the northern part of the parcel and 59 Silverlea Gardens adjoining the parcel to the north.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.6km to the south east of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Medium fields with regular boundaries.
Informal consultation	Heritage Officer: the parcel would be difficult to develop as the locally listed buildings and mature trees would need to be retained and development would need to be sensitively designed to protect (and where possible enhance) the setting of the listed buildings.
Summary	Heritage constrains development potential. The Heritage Officer felt that the parcel would be difficult to develop as the existing buildings and mature trees would need to be retained and new development would need to be sensitively designed to protect the setting of the listed buildings.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	The landscape character has a medium to high sensitivity to change and the parcel displays many of the specific landscape characteristics such as medium-sized fields and well-developed hedgerows. Any development should seek to retain the well-developed hedgerows, field patterns and be mindful of potential long-range views.

Biodiversity

SAC	Mole Valley to Reigate Escarpment is approx. 9.6km to the north east of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The Roughs SNCI is approx. 1.3km to the south east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	A number of well-established trees delineate the boundaries of the parcel.
BOA	The eastern and southern edges of the parcel fall within the River Mole Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Informal consultation	
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	Public right of way in the west of the parcel extending north to south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Informal consultation	
Summary	The parcel currently offers some access to the countryside. Should the parcel be allocated for development, the existing public right of way would need to be retained and open space would need to be provided in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	<p>There are no waterbodies within the parcel.</p> <p>There is a drain along the southern boundary.</p>	
Flood Risk	Flood Zone 2	The eastern part of the parcel lies within Flood Zone 2.
	Flood Zone 3	An area adjoining the eastern boundary of the parcel is in Flood Zone 3.
	Historic Event (1968)	Areas in the east and south of the parcel. Approx. one third of the parcel (0.3ha).
	Surface Water	A small area to the west of the parcel has been identified as being at risk of surface water flooding. The parcel adjoins an area to the east identified as being at risk of surface water flooding.
	Reservoir Failure	None
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : the eastern part of the parcel falls within Flood Zone 2 and an area	

	adjoining the eastern boundary falls within Flood Zone 3. Areas in the east and west of the parcel have been identified as being at risk of surface water flooding. <u>Water quality</u> : should the parcel be allocated for development further investigation would be required.
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Environmental Health and Amenity	
Land contamination	Areas at Wilgers Farm and in the west of the parcel have been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	No other amenity issues have been identified.
Aerodrome Safeguarding	Yes – development over 2 storeys.
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development. Some further investigation would be required into the former infill ponds and given the agricultural use.
Summary	There are no overriding environmental health constraints to development subject to further investigation into the former infill ponds and given the agricultural use. Development would be subject to aerodrome safeguarding constraints.

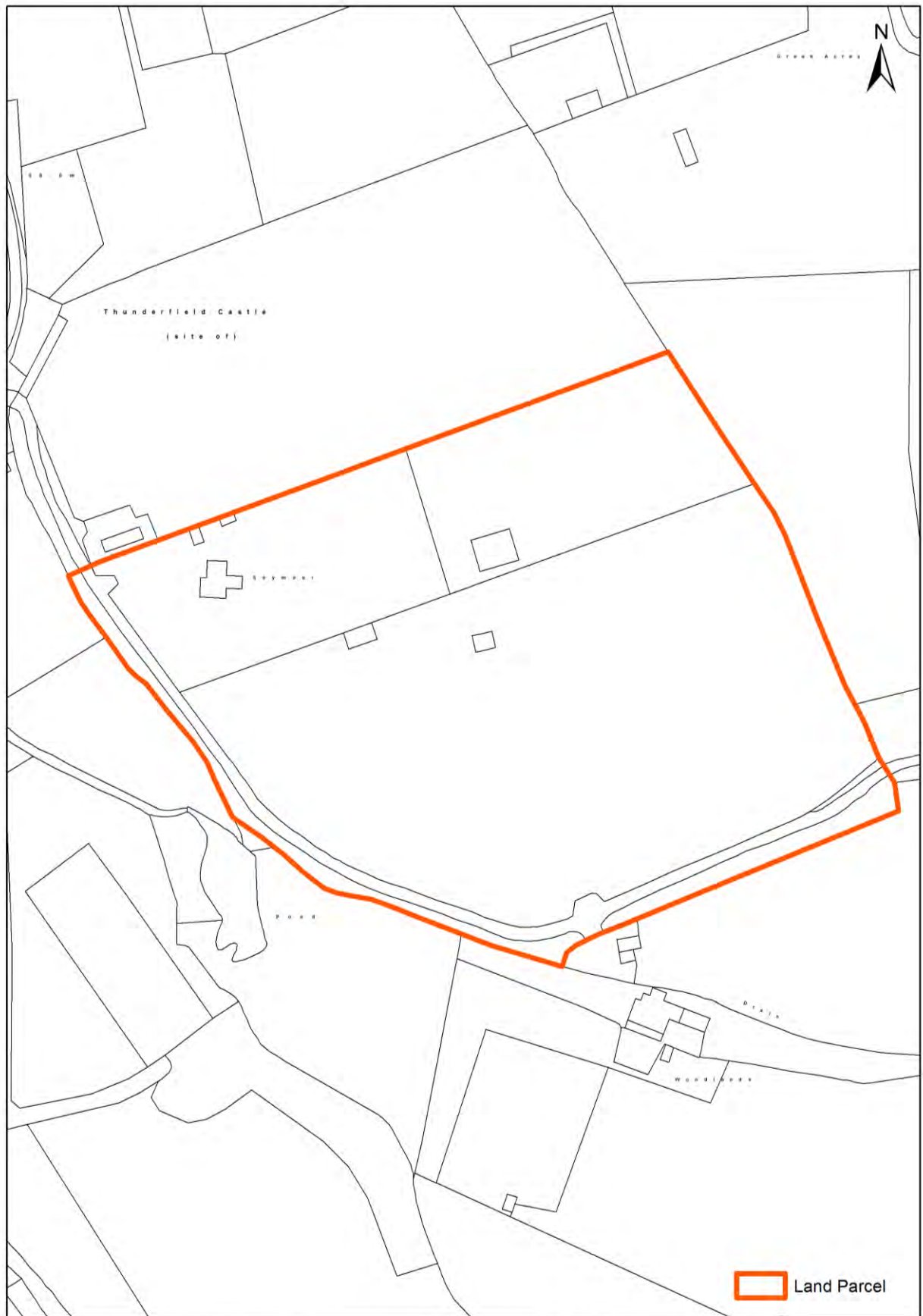
Green Belt	
Findings of Green Belt Review	The parcel does not currently lie within the Green Belt, it has however been considered through the Green Belt Review. Overall Contribution: 7 (1 low importance – 15 high importance) Checking Sprawl: Moderate contribution Settlement Separation: Lower contribution Safeguarding Countryside: Moderate contribution Setting of Historic Towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley	1.3km	Via Silverlea Gardens, Balcombe Road and High Street
Local Centre	N/A		Horley town centre is closer than Brighton Road local centre.
Rail Station	Horley	1.0km	Via Silverlea Gardens, Balcombe Road and Victoria Road
Secondary school	Oakwood	0.8km	Via Silverlea Gardens and Balcombe Road
Primary School	Langshott	1.2km	Via Silverlea Gardens, Balcombe Road and Smallfield Road
GP	Horley Health Centre	1.5km	Via Silverlea Gardens, Balcombe Road, High Street and Victoria Road
Employment area	Balcombe Road	1.0km	Via Silverlea Gardens and Balcombe Road
Bus routes	Bus stop approx. 0.4km to the south of the parcel. Bus routes 22, 324, 424, 624 and Fastway 20 Regular services: 1 bus every 15 minutes		
Parcel access	The parcel is currently accessed via a narrow lane off Silverlea Close. Silverlea Close is a narrow residential road.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.		

Utilities or servicing shortfalls	Given the relative proximity of the parcel to existing residential dwellings, there are unlikely to be problems connecting to utilities. Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.
Summary	The parcel has relatively good accessibility to local services, facilities and public transport. However, parcel accessibility is constrained. Given the relative proximity of the parcel to existing residential development, there are unlikely to be constraints to development, however, capacity improvements may be required. Further investigation into access, utilities and infrastructure would be required.

Availability & Suitability	
Landowners	Landownership details are known.
Is land being actively promoted for development?	The landowners have previously promoted the site for housing development. It has not been possible to confirm availability.
Is there housebuilder/developer interest?	There is no known housebuilder/ developer interest in the site. A site of this size would likely attract interest from a local developer.
Legal/ownership constraints or existing uses to be relocated	No legal or ownership constraints to development have been identified. No existing uses would need to be relocated.
Summary	There is a relative prospect that the site would be made available for development. No legal or ownership constraints to development have been identified and no existing uses would need to be relocated.

HE14: Seymour, Haroldslea Drive



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PARCEL: HE14 - Seymour, Haroldslea Drive**General**

Total Area	1.0ha
Land Uses	Residential dwelling and grassland
Ward	Horley East
Previously Developed Land?	Undeveloped. Residential dwelling in the north of the parcel.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	Coldlands Farm is approx. 0.3km to the north west of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings at Haroldslea House approx. 0.2km to the east of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.1km to the north west of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Scattered settlement with paddocks (post-1811 & pre-1940 extent)
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated for development, consideration should be given to the proximity of the nearby listed buildings and ancient monument.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	The landscape character has a medium to high sensitivity to change and the parcel displays many of the specific landscape characteristics being a medium sized field and well-developed hedgerows. Any development should seek to retain the field pattern and existing hedgerows.

Biodiversity

SAC	Mole Valley to Reigate Escarpment is approx. 10.4km to the north west of the parcel.
SSSI	N/A
SNCI (existing or	The Roughs SNCI is approx. 0.3km to the south east of the parcel.

proposed)	
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	The Roughs Ancient Woodland is approx. 0.3km to the south east of the parcel.
Other Woodland	There are a number of well-established trees to the north of the parcel and along the borders of the parcel.
BOA	The western boundary of the parcel is within the River Mole Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Informal consultation	
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Informal consultation	
Summary	<p>The parcel currently offers no access to the countryside or recreation.</p> <p>Should the parcel be allocated for development, new development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.</p>

Flood risk and Water Quality		
Rivers, waterways or waterbodies	Whilst there are no waterbodies within the parcel, there are a number of ponds and drains within the close proximity of the eastern boundary.	
Flood Risk	Flood Zone 2	The entirety of the parcel.
	Flood Zone 3	Adjoins the eastern boundary of the parcel.
	Historic event (1968)	The entirety of the parcel.
	Surface Water	Areas to the north, east and west have been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk</u>: the entirety of the parcel falls within Flood Zone 2 and areas to the north, east and west have been identified as being at risk of surface water flooding.</p> <p><u>Water quality</u>: should the parcel be allocated for development, further investigation would be required.</p>	

Environmental Health and Amenity	
Land contamination	Two small areas adjoining Seymour have been identified as potentially being at risk of land contamination and a small area adjoining the northern boundary is at risk of

	land contamination. Should the parcel be allocated, further investigation into potential land contamination would be required.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes – development over 2 storeys.
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development.
Summary	There are no overriding environmental health constraints to development. Development would be subject to aerodrome safeguarding.

Green Belt

Findings of Green Belt Review	The parcel does not currently lie within the Green Belt. It has however been considered through the Green Belt Review. Overall Contribution: 9 (1 low importance – 15 high importance) Checking Sprawl: Moderate contribution Settlement Separation: Higher contribution Safeguarding Countryside: Moderate contribution Setting of Historic Towns: Lower contribution To assist in regeneration: Lower contribution
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Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Horley	1.9km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Local Centre	N/A		The parcel is within closer proximity to Horley Town Centre than Brighton Road local centre.
Rail Station	Horley	1.7km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Secondary school	Oakwood	1.8km	Via Haroldslea Drive and Balcombe Road
Primary School	Langshott	2.2km	Via Haroldslea Drive, Balcombe Road and Smallfield Road
GP	Horley Health Centre	2.2km	Via Haroldslea Drive, Balcombe Road and Victoria Road
Employment area	Balcombe Road	2.0km	Via Haroldslea Drive and Balcombe Road
Bus routes	Bus stop 1.5km to the north of the parcel. Bus routes 22, 324, 424, 624 and Fastway 20 Regular services: 1 bus every 15mins.		
Parcel access	The parcel is accessed from Haroldslea Drive – improvements may be required to support further residential development.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	Existing residential development in the locality suggests servicing/ connecting the site to key utilities should be achievable; although capacity improvements may need to be improved. Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.		
Summary	Parcel access is constrained. The parcel benefits from relatively good access to local services, facilities and		

	<p>public transport and given the proximity to the existing residential development, there are unlikely to be problems connecting to utilities (however capacity improvements may be required).</p> <p>Should the parcel be allocated for development, further investigation into access, infrastructure and utilities may be required.</p>
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Availability & Suitability	
Landowners	Landowner contact details are known.
Is land being actively promoted for development?	The landowner has actively promoted the parcel to the Council for housing development. It has not been possible to confirm availability.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A site of this size would likely attract interest from a local developer.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses need to be relocated/ re-provided.
Summary	There is a reasonable prospect that the site would be made available for development. No legal or ownership constraints to development have been identified. No existing uses would need to be relocated.

HE15: Thors Field, Haroldslea Drive, Horley



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PARCEL: HE15 - Thors Field, Haroldslea Drive, Horley**General**

Total Area	1.6ha
Land Uses	Main land use: agricultural land Other land uses: residential
Ward	Horley East
Previously Developed Land?	Undeveloped. Residential dwelling is in the south of the parcel fronting Haroldslea Drive.
Existing land allocations?	N/A

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	There are a number of locally listed buildings at Haroldslea House approx. 0.1km to the south east of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	Thunderfield Castle is approx. 0.2km to the east of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	
Historic landscape classification	Scattered settlement with paddocks (post-1811 & pre-1940 extent).
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development. Should the parcel be allocated for development, consideration should be given to the proximity of the listed buildings and ancient monument.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has medium to high sensitivity to change with localised areas of lower sensitivity.
Informal consultation	
Summary	The landscape character has a medium to high sensitivity to change and the parcel displays many of the specific landscape characteristics being a medium sized field with well-developed hedgerows. Any development should seek to retain the existing field pattern and hedgerow.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 10.3km to the north of the parcel.
SSSI	N/A
SNCI (existing or	N/A

proposed)	
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	There are a number of established trees delineating the parcel and a number around the residential dwelling in the south of the parcel.
BOA	The eastern part of the parcel is within the River Mole Biodiversity Opportunity Area.
TPOs	A group TPO adjoins the parcel to the west.
Planned biodiversity improvements?	SWT/SCC – there may be scope for actions to enhance biodiversity/ improve river quality within the BOA area.
Informal consultation	
Summary	Further investigation and consideration of how to enhance biodiversity in river corridor would be important; trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	A public right of way extends east-to-west adjoins the southern boundary of the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	<p>Horley East: notable ward level deficit of open space; focus should be on increasing provision in line with the local plan.</p> <p>The 2011 PPG17 Report outlines a number of proposed standards for new developments.</p> <p>The Horley Masterplan allocates a number of sites for public open space and recreation. The majority of these sites have either been developed, are under construction or awaiting development. As part of the Regulation 18 Development Management Plan, the open space requirements for Horley were reviewed to reflect population increases and planned development and a number of recommendations were made.</p> <p>New developments would need to take into account the proposed open space standards identified in the 2011 PPG17 Report, the Horley Masterplan and the 2016 Horley Open Space Report.</p>
Informal consultation	
Summary	The parcel currently offers no access to the countryside. Should the parcel be allocated for development, access to the existing public right of way would need to be retained. New development would need to provide open space in line with the standards identified in the 2011 PPG17 Report, the Horley Masterplan and 2016 Horley Open Space Report.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	The Burstow Stream adjoins the eastern boundary of the parcel.	
Flood Risk	Flood Zone 2	The entirety of the parcel falls within Flood Zone 2.
	Flood Zone 3	The eastern part of the parcel falls within Flood Zone 3.
	Historic Flood Event (1968)	The entirety of the parcel falls within a historic flood zone.
	Surface Water	Areas in the north, centre and eastern part of the parcel are identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk:</u> the entirety of the parcel falls within Flood Zone 2 and the eastern part of the parcel falls within Flood Zone 3. Areas in the north, centre and east of the parcel have been identified as being at risk of surface water flooding.</p>	

	<u>Water quality</u> : should the parcel be allocated for development, further investigation would be required.
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Environmental Health and Amenity	
Land contamination	N/A
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes – all development
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development.
Summary	There are no overriding environmental health constraints to development. Should the parcel be allocated for development, development would be subject to aerodrome safeguarding constraints.

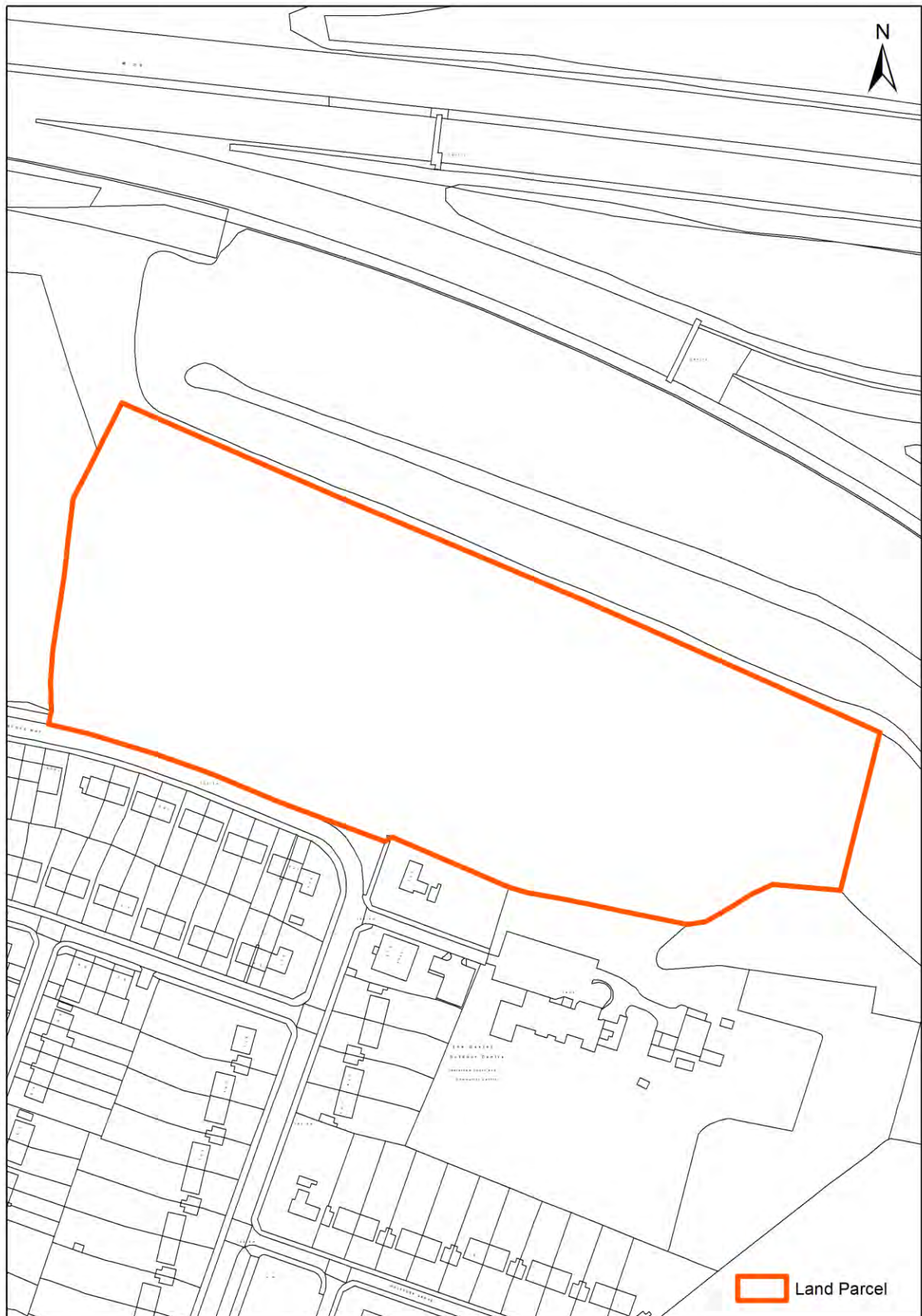
Green Belt	
Findings of Green Belt Review	<p>The parcel does not currently fall within the Green Belt.</p> <p>Overall contribution: 7 (1 lowest contribution – 15 highest contribution)</p> <p>Checking sprawl: Moderate contribution</p> <p>Settlement separation: Low contribution</p> <p>Safeguarding countryside: Moderate contribution</p> <p>Setting of historic towns: Lower contribution</p> <p>To assist in regeneration: Lower contribution</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley	1.3km	Via Haroldslea Drive, B2036 and Victoria Road
Local Centre	N/A		Horley town centre is within closer proximity
Rail Station	Horley	1.1km	Via Haroldslea Drive, B2036 and Victoria Road
Secondary school	Oakwood School	1.2km	Via Haroldslea Drive and B2036
Primary School	Yattendon School	1.7km	Via Haroldslea Drive, B2036 and Smallfield Road
GP	Birchwood Medical Practice	1.7km	Via Haroldslea Drive, B2036 and Victoria Road
Employment area	Balcombe Road	1.6km	Via Haroldslea Drive and B2036
Bus routes	<p>Bus stop approx. 0.7km to the south of the parcel.</p> <p>Bus route: 26</p> <p>Regular services: Hourly between 10:00-13:00</p> <p>Bus stop approx. 0.8km to the north of the parcel.</p> <p>Bus routes: 22, 324, 424, 624 and Fastway 20</p> <p>Regular services: 1 bus every 15mins</p>		
Parcel access	<p>The parcel is accessed via Haroldslea Drive.</p> <p>There is no footpath along Haroldslea Drive.</p> <p>Haroldslea Drive is a narrow land and access is relatively constrained and would be unsuitable to support intense residential development without significant improvement.</p>		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley).</p> <p>These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be</p>		

	allocated for development specific strategic infrastructure requirements would need to be identified.
Utilities or servicing shortfalls	Given that there is a residential dwelling within the parcel there are unlikely to be issues connecting to utilities, however, given the scale of development proposed capacity improvements may be required.
Summary	Whilst the parcel has relatively good access to local services and facilities; parcel access severely constrains development potential. Should the parcel be allocated for development, further investigation into access, infrastructure and utilities would be required.

Availability & Suitability	
Landowners	The parcel is owned by a single landowner. Landownership details are known.
Is land being actively promoted for development?	The parcel has previously been promoted for housing development. It has not been possible to confirm land availability.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A site of this size would likely attract interest from a regional housebuilder.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints to development have been identified. No existing uses would need to be relocated/ retained.
Summary	Whilst the parcel has previously been promoted for housing development, it has not been possible to confirm availability; therefore, the parcel is not considered to be available for housing development. No legal or ownership constraints have been identified and no existing uses would need to be relocated/ retained.

M21: Land North of Radstock Way, Merstham



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PARCEL: M21 - Land North of Radstock Way, Merstham

General

Total Area	3.2ha
Land Uses	Formal recreation
Ward	Merstham
Previously Developed Land?	Undeveloped.
Existing land allocations?	Borough Local Plan (2005) allocated as a parcel for public open space

Heritage

Statutory Listed Buildings	The Oakley Centre is approx. 80m to the south of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings at Oakley Farm approx. 240m to the south of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Settlement scattered with paddocks (post-1811 and pre-1940 extent)
Informal consultation	Heritage Officer: the southern boundary would need to be strengthened and there would need to be a buffer to protect the setting of the nearby listed buildings.
Summary	There are no overriding heritage constraints to development subject to sensitive design to protect the setting of the nearby listed buildings.

Landscape

AONB	Surrey Hills AONB is approx. 0.3km to the north of the parcel. The M25 is between the parcel and the Surrey Hills AONB.
AGLV	AGLV is approx. 0.2km to the north of the parcel. The M25 is between the parcel and the AGLV.
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	No
Agricultural Grade	Grade 4
Landscape character	Greensand Valley (GV4): Undulating landform between chalk ridge scarp and greensand hills, predominantly medium-large scale open arable fields but also smaller pastoral fields, settlement and quarry workings, hedgerows line field boundaries but limited in some places, northerly views to chalk ridge scarp. Tranquillity and remoteness varies due to urban influence from settlement and roads. The borough-wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics imbue it with a low sensitivity to change, although notes that the level of sensitivity rises around managed wildlife sites and that views often encompasses the urban edge of Redhill and its surrounding villages.
Informal consultation	
Summary	There are no overriding landscape constraints to development. The landscape character has a low sensitivity to change and is disturbed by the M25. The proximity to the urban area reduces the tranquillity and remoteness of the parcel.

Biodiversity

SAC	Mole Valley to Reigate Escarpment is approx. 4.1km to the east of the parcel.
SSSI	N/A

SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	An area of ancient woodland adjoins the parcel to the east.
Other Woodland	Wooded areas adjoin the parcel to the north and east.
BOA	N/A
TPOs	N/A
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	There are no overriding biodiversity constraints to development. The relationship between the parcel and the surrounding woodland will need to be carefully considered.

Access to countryside and recreation

Public Rights of Way	Footpath extends east-west to the north of the parcel.
Formal recreation	Yes – the parcel is a recreation ground.
Informal recreation	Yes
Open Space Assessment findings	Merstham: improve links to the countryside, accessible natural and semi-natural space close to homes, play areas.
Informal consultation	
Summary	The parcel is currently allocated as a space for public open space. The 2011 PPG17 Report identified the need to provide open space within close proximity to existing residential dwellings. Parcel availability would be dependent upon the availability of alternative open space provision locally.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	Flood Zone 2	N/A
	Flood Zone 3	N/A
	Historic Flood Zone	N/A
	Surface Water	A strip along the northern edge of the parcel has been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, a strip along the northern edge has been identified as being at risk of surface water flooding. <u>Water quality</u> : should the parcel be allocated for development, further investigation would be required.	

Environmental Health and Amenity

Land contamination	None identified.
Air pollution	The M25 AQMA is approx. 0.1km to the north of the parcel.
Noise pollution	The parcel is within close proximity to both the M25 and M23.
Other amenity issues	N/A
Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: there are no overriding constraints to development.
Summary	There are no overriding environmental health constraints to development. Any future development should be designed to incorporate noise and air quality buffers and would be subject to aerodrome safeguarding constraints.

Green Belt

Findings of Green Belt	Overall Contribution: 6 (1 lowest contribution – 15 highest contribution)
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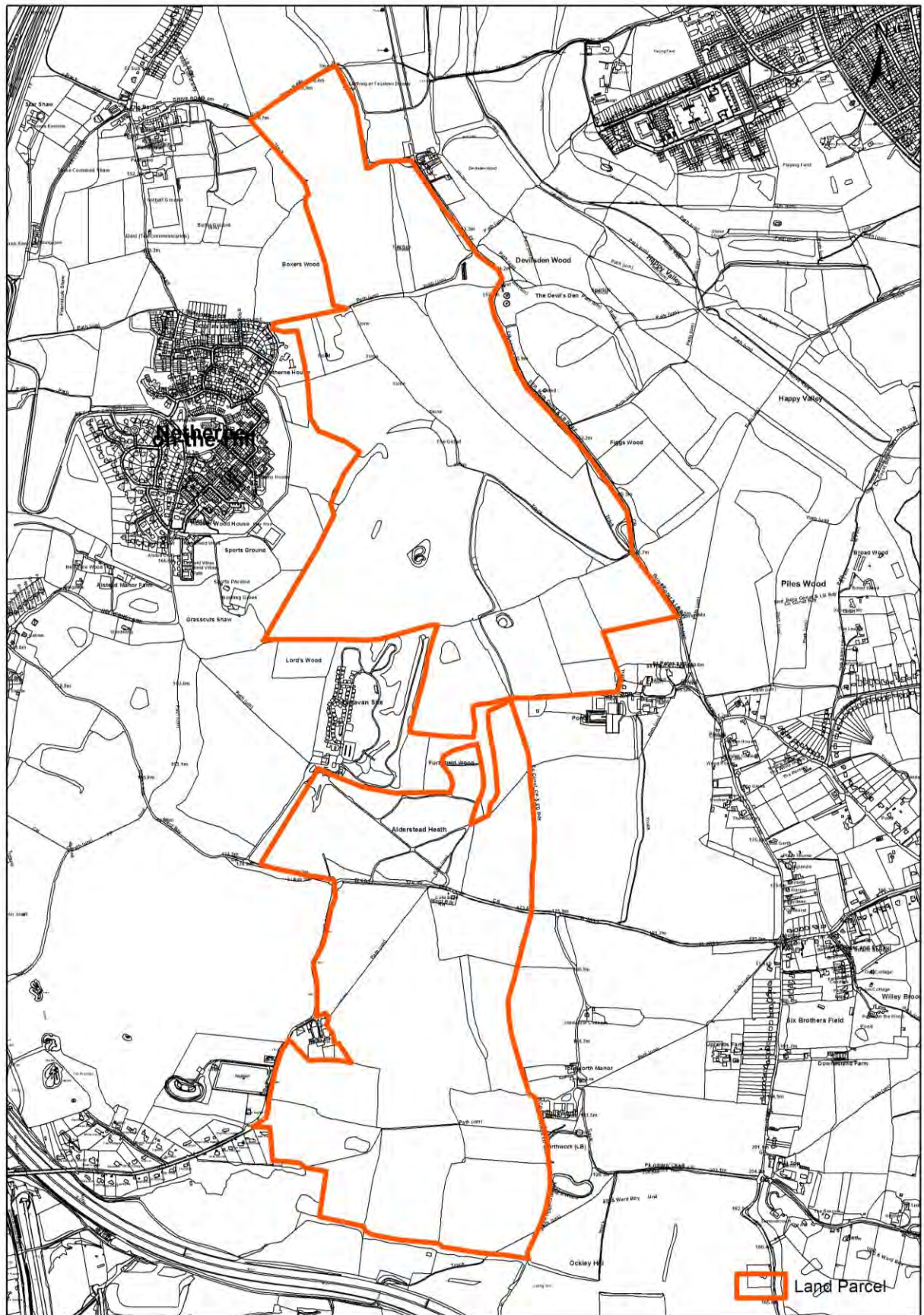
Review	Checking Sprawl: Lower contribution Settlement Separation: Lower contribution Safeguarding Countryside: Moderate contribution Setting of Historic Towns: Lower contribution To assist regeneration: Lower contribution
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Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Redhill	4.8km	Via Radstock Way, Bletchingley Road, School Hill and A23
Local Centre	Portland Drive	1.1km	Via Radstock Way and Bletchingley Road
Rail Station	Merstham	1.9km	Via Radstock Way, Bletchingley Road, School Hill and Station Road South
Secondary school	St Bedes	4.6km	Via Radstock Way, Bletchingley Road, School Hill, A23 and Carlton Road
Primary School	Furzeffield Primary	0.3km	Via Radstock Way and Delabole Road
GP	Merstham Surgery	1.1km	Via Radstock Way, Delabole Road, Malmstone Avenue, Bletchingley Road and Weldon Way
Employment area	Holmethorpe/ Wells Place	3.0km	Via Radstock Way, Bletchingley Road, School Hill, A23, New Battlebridge Lane and Frenches Way
Bus routes	Bus stop adjoins the southern boundary of the parcel. Bus routes: 430 & 435 Regular services: 1 bus every 30 minutes.		
Parcel access	The parcel fronts Radstock Way. Access could be achieved at Radstock Way. There is a public footpath running along Radstock Way.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Evidence Paper identified a need for a further two forms of primary education and one form of secondary education over the plan period in the Redhill/ Reigate area. The Regulation 18 Development Management Plan Health Needs Evidence Paper noted that the existing facilities within Merstham are operating above capacity and identified the need for an additional FTE GP over the plan period. These needs have been identified in order to address the existing demand from the urban area and proposed sustainable urban extensions, should the parcel be allocated for development specific infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	The parcel adjoins existing residential development, therefore, there are unlikely to be problems connecting to utilities, however, capacity improvements may be required. SESW have indicated that local reinforcements to supply network along Bletchingley Road may be required. Significant residual capacity in the trunk main and therefore no need for strategic improvements.		
Summary	The parcel has relatively good access to local services, facilities and public transport. Given the proximity to the urban area there are unlikely to be problems connecting to utilities, however, improvements may be required – SESW in particular have noted that there may be a need to improve water supplies along Bletchingley Road. Should the parcel be allocated for development, further investigation into utilities and infrastructure would be required.		

Availability & Suitability	
Landowners	The parcel is owned by Reigate & Banstead Borough Council.
Is land being actively promoted for development?	The landowners are actively promoting the site for residential development.
Is there	There is not known to be any housebuilder/ developer interest.

housebuilder/developer interest?	A site of this size would likely attract interest from a local/ regional developer.
Legal/ownership constraints or existing uses to be relocated	There is understood to be a covenant on the site restricting its use to open space/ public recreation. This would need to be lifted in order to enable development. The existing formal recreational uses would need to be re-provided/ relocated.
Summary	Whilst the parcel is being actively promoted for residential development, the existing covenant would need to be overcome and the existing recreational use would need to be relocated/ re-provided.

M26: Land at Chaldon, Alderstead & Tollsworth Farm



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PARCEL: M26 - Land at Chaldon, Alderstead and Tollsworth Farm

General	
Total Area	185.9ha
Land Uses	Predominant land use: agricultural land Other land use: residential and ancillary agricultural uses
Ward	Chipstead, Hooley and Woodmansterne and Merstham
Previously Developed Land?	Undeveloped The built form is sporadic throughout the parcel.
Existing land allocations?	N/A

Heritage	
Statutory Listed Buildings	Cold Blow (Dean Lane) is towards the centre of the parcel and there are a number of statutory listed buildings at Alderstead Manor adjoining the parcel to the west.
Locally Listed Buildings	There are a number of locally listed buildings within Netherne approx. 0.3km to the east of the parcel and along Rockshaw Road approx. 0.4km to the south of the parcel.
Conservation Area	The parcel adjoins the Netherne on the Hill Conservation Area.
Scheduled Ancient Monument	Alderstead Fort Scheduled Ancient Monument is approx. 0.2km to the east of the parcel and Alderstead Ancient Monument is approx. 0.6km to the east of the parcel.
Area of Archaeological Potential/Importance	There are three areas of high archaeological potential within the parcel: one in the south and two in the north. There are 2 areas of high archaeological potential within close proximity to the eastern boundary (0.2km and 0.3km) and 1 within close proximity to the southern boundary (0.2km).
Historic Park/Garden	Netherne Hospital Historic Park and Gardens is approx. 0.3km to the east of the parcel.
Other	
Historic landscape classification	Mixed: varied field pattern with irregular boundaries. Some smaller more regular fields towards the south and eastern boundaries.
Informal consultation	Heritage Officer: whilst there are no overriding heritage constraints to development, regard would need to be given to the setting of Alderstead Farm, the historic landscape and the variable landscape character.
Summary	Whilst there are no overriding heritage constraints to development, should the parcel be allocated for housing, development would need to be sensitively designed to ensure the protection (and where possible enhancement) of the listed buildings, areas of archaeological potential, historic landscape, adjacent conservation area and the variable landscape character.

Landscape	
AONB	The southern part of the parcel falls within the Surrey Hills AONB.
AGLV	The entirety of the parcel falls within the AGLV.
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Mixed
Active agricultural use?	Yes
Agricultural Grade	Majority of the parcel grade 3; southern tip grade 4
Landscape character	Open Chalk Farmland (CF5): A predominantly rural landscape with settlement limited to small secluded dwellings and farm buildings. A predominantly rural landscape with some tranquil and remote areas. Complex undulating landform including local ridges and valleys to the north with gently undulating topography to the south. Field sizes are of a medium-size with some small-scale fields/ paddocks associated with areas of settlement. Long distanced views are possible across the character area, including along the northern valley feature, although topography and vegetation combine to

	limit views in places. The borough-wide landscape assessment notes that the urban-rural fringe is limited and tends to be environmentally designated or higher in sensitivity due to the unity of its surroundings and that the area has a high sensitivity to change.
Informal consultation	
Summary	The parcel is characterised as a predominantly rural landscape with some tranquil and remote areas. Landscape constrains development potential - the entirety of the parcel falls within the AGLV, is of a high agricultural grade and has high sensitivity to change. Settlement pattern is defined by small secluded dwellings and farm buildings and there are long distance views across the parcel.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 4.8km to the south west of the parcel.
SSSI	SSSI adjoins the parcel to the east.
SNCI (existing or proposed)	Within the parcel, Grassland at Netherne Hospital SNCI is in the north west and Furzefield Wood potential SNCI is in the centre. Grasscuts Shaw SNCI also adjoins the parcel to the west.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There are a number of areas of ancient woodland within the parcel and a number of areas of ancient woodland adjoin the eastern boundary of the parcel.
Other Woodland	There are a number of established trees and hedgerows within the parcel.
BOA	N/A
TPOs	Two group TPOs adjoin the parcel to the east.
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	Biodiversity constrains development potential: the parcel adjoins an area of SSSI; there are a number of SNCIs within and adjoining the parcel; and there are areas of ancient woodland within and adjoining the parcel. Should the parcel be allocated for development, the established trees and hedgerows would also need to be retained where possible.

Access to countryside and recreation	
Public Rights of Way	There are a number of public rights of way within the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Chipstead, Hooley and Woodmansterne: consider opportunity for enhancing biodiversity in the area as an integral part of the Green Infrastructure Network. Merstham: improving links to the countryside, accessible natural and semi-natural space close to homes and play areas.
Informal consultation	
Summary	The parcel currently offers some access to the countryside; the existing public rights of way would need to be retained should the parcel be allocated for development. Given the scale of development proposed, opportunities exist to provide play areas; enhance biodiversity; and improve links to the countryside and natural and semi-natural space.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are a number of small waterbodies within the parcel.	
Flood Risk	Flood Zone 2	N/A
	Flood Zone 3	N/A

	Historic Flood Event (1968)	N/A
	Surface Water	Central areas within the parcel are identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, central areas are identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	A number of small areas within the parcel have been identified as being potentially at risk from land contamination. Large areas in the north (10.8ha) and south (11.1ha) have been identified as being potentially at risk of ground gas.
Air pollution	The parcel does not fall within an AQMA. Proximity to the M25 means that the parcel may be vulnerable to air pollution.
Noise pollution	Proximity to the M25 may give rise to noise pollution.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	The south western part of the parcel – developments over 15m The south eastern part of the parcel – development over 2 storey
Informal consultation	Environmental Health Officer: further investigation would be required into the former hospital; chalk pits; former sewerage works; former landfill; and gravel pits. Further investigation would also be required into potential ground gas.
Summary	Whilst there are no overriding environmental health constraints to development further investigation into areas of the parcel would be required. Development would be subject to aerodrome safeguarding constraints and would also need to take into consideration proximity to the M25.

Green Belt

Findings of Green Belt Review	Overall contribution: 11 (1 low importance – 15 high importance) Checking sprawl: high contribution Settlement separation: high contribution Safeguarding countryside: high contribution Setting of historic towns: low contribution To assist regeneration: low contribution
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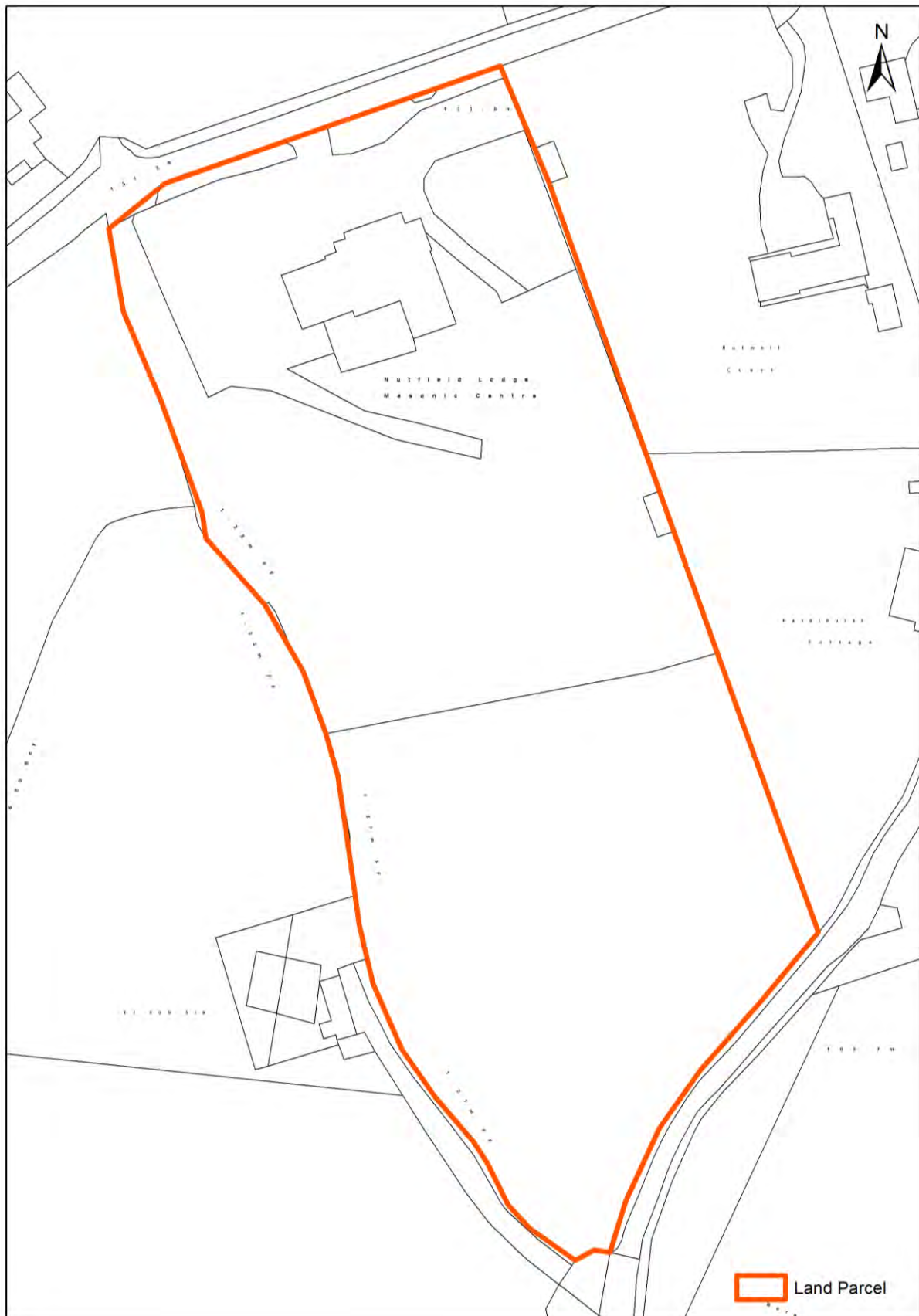
Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Redhill	4.3km	Via B2031 and A23
Local Centre	Merstham	1.6km	Via B2031 and A23
Rail Station	Merstham	1.8km	Via B2031, A23 and Station Road North
Secondary school	St Bedes	4.4km	Via B2031, A23 and Carlton Road
Primary School	Merstham Primary School	1.8km	Via B2031, A23 and School Hill
GP	Moat House Surgery	2.2km	Via B2031, A23, School Hill, Bletchingley Road and Worsted Green
Employment area	Wells Place	2.7km	Via B2031, A23 and New Battlebridge Way
Bus routes	There are a number of bus stops along A23 approx. 0.8km to the west of the parcel. Bus route: 405 Regular services: 1 bus every 30mins		
Parcel access	The parcel is accessed via B2031, Alderstead Lane, Drive Road and Ditches Lane. These are narrow country roads – Downs Road and B2031 are wider but would		

	not be able to accommodate the traffic from the scale of development proposed. There is only a public footpath along Downs Road. Improvements would be required should the parcel be allocated for development.
Relevant strategic infrastructure	A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.
Utilities or servicing shortfalls	Given that there are residential dwellings within the parcel there are unlikely to be problems connecting to utilities, however, given the scale of development proposed capacity improvements would likely be required.
Summary	The parcel has limited access to local services, facilities and public transport and access to the parcel is constrained. Should the parcel be allocated for housing, further investigation would be required into access, utilities and infrastructure.

Availability & Suitability	
Landowners	The majority of the parcel is owned by a single landowner. Landowner details for the majority of the parcel are known.
Is land being actively promoted for development?	The parcel has been actively promoted for housing development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A parcel of this size would likely attract interest from a national house builder.
Legal/ownership constraints or existing uses to be relocated	No legal constraints to development have been identified. There are areas within the parcel promoted which do not belong to the land owner promoting the site; the intentions of the other landowners are unknown. No existing uses would need to be relocated/ re-provided.
Summary	The parcel is not considered to be available for housing development as all of the landowner intentions are known. No existing uses would need to be relocated.

RE19: Nutfield Lodge, Redhill



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PARCEL: RE19 - Nutfield Lodge, Redhill

General	
Total Area	2.0ha
Land Uses	Community building in large grounds
Ward	Redhill East
Previously Developed Land?	Undeveloped. There is a large house used for community uses in the north of the parcel.
Existing land allocations?	N/A

Heritage	
Statutory Listed Buildings	There are a number of statutory listed buildings at Chart Lodge approx. 0.4km to the east of the parcel.
Locally Listed Buildings	Patterson Court is approx. 0.1km to the east of the parcel. Home Cottage is approx. 0.04km to the east of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Mixed. Large house with grounds and regenerated woodland. Regular field boundaries.
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	Whilst there are no overriding heritage constraints to development, consideration should be given to the proximity to the nearby listed buildings.

Landscape	
AONB	N/A
AGLV	AGLV is approx. 5m to the south of the parcel. The AGLV is separated a road (Fullers Wood Lane).
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Land levels across the parcel fall away quite steeply from north to south.
Active agricultural use?	No
Agricultural Grade	The northern half of the parcel: urban land. The southern half of the parcel: grade 4.
Landscape character	Urban Edge (UE9): Part of the wider Greensand Valley, the undulating landform has been altered by human actions, large areas of former quarry interspersed by arable and pastoral fields. Views across lakes and open fields are possible but mounding and planting designed to screen quarry working enclose views in places. The borough wide landscape assessment suggests that in general the landscape's interrupted characteristics imbue it with low sensitivity to change, although notes that the level of sensitivity rises around managed wildlife sites and that views often encompass the urban edge of Redhill and its surrounding villages.
Informal consultation	
Summary	Whilst the landscape character has a low sensitivity to change, landscape characteristics constrain development potential as land levels fall away quite sharply from north to south and due to the close proximity to the AGLV. Due to the steep gradient of the parcel, development would need to be mindful of potential wide ranging views. Development would also need to be sensitively designed to protect the SNCI.

Biodiversity	
SAC	Mole Valley to Reigate Escarpment is approx. 4.0km to the north west of the parcel.
SSSI	N/A

SNCI (existing or proposed)	Holmethorpe Sandpits SNCI is approx. 0.05km to the north of the parcel. The road and a number of established trees separate the parcel from Holmethorpe Sandpits SNCI.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	Adjoins the site to the east.
Other Woodland	There are a number of established trees to the south and west of the site.
BOA	N/A
TPOs	A group of TPOs adjoin the site to the east.
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	The site adjoins areas of ancient woodland, a group of TPOs and a number of established trees. Holmethorpe Sandpits also lie within close proximity. Development would need to be sensitive to these areas of biodiversity.

Access to countryside and recreation	
Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Redhill East: focus on improving quality and value of Memorial Park and outdoor sport; consider opportunities for local multi-functional amenity green space/ informal play near to homes and improve access to the countryside.
Informal consultation	
Summary	The parcel currently offers no access to the countryside or recreation. Should the parcel be allocated for development, consideration should be given to the provision of multi-functional amenity green space/ informal play and improved access to the countryside.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no waterbodies within the parcel.	
Flood Risk	Flood Zone 2	N/A
	Flood Zone 3	N/A
	Historic Flood Event (1968)	N/A
	Surface Water	N/A
	Reservoir Failure	N/A
Water Quality	A small area (0.1ha) to the south of the parcel has been identified as potentially being at risk of ground water contamination.	
Informal consultation		
Summary	<u>Flood risk</u> : there are no flood risk constraints to development. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	<p>The ground under Nutfield Lodge has been identified as potentially being contaminated.</p> <p>A small area (approx. 0.02ha) in the south of the parcel has been identified as potentially being contaminated.</p> <p>The majority of the parcel has been identified as potentially being at risk of ground gas.</p> <p>Should the parcel be allocated for development, further investigation would be required.</p>
Air pollution	<p>The parcel does not fall within an AQMA.</p> <p>Proximity to Patteson Court Landfill and A25 may give rise to air pollution.</p>
Noise pollution	Proximity to Patteson Court Landfill and A25 may give rise to noise pollution.
Other amenity issues	None in addition to those identified above.

Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: the pit to the south of the parcel would require further investigation; the parcel falls within the landfill buffer and therefore ground gas protection measures would be required; and the parcel is on the potential radon risk register which would require further investigation and measures to reduce risk.
Summary	Development would be subject to environmental health measures to reduce ground gas risk and radon gas risk and would be subject to further land contamination investigation. Should the parcel be allocated for development, development would be subject to aerodrome safeguarding constraints and consideration should be given to the proximity to the A25.

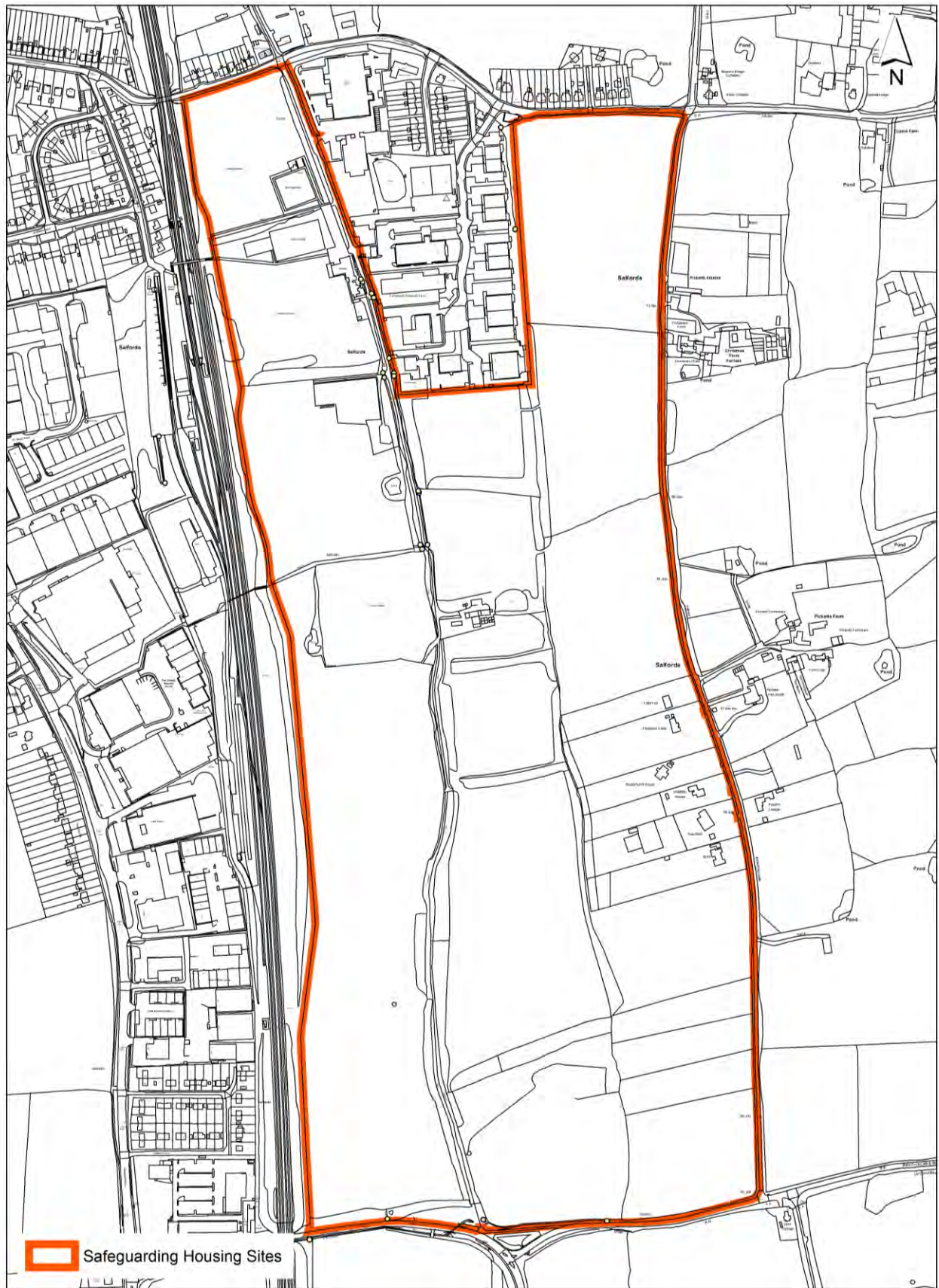
Green Belt	
Findings of Green Belt Review	Overall contribution: 10 (1 low importance – 15 high importance) Checking sprawl: higher contribution Settlement separation: higher contribution Safeguarding countryside: moderate contribution Setting of historic towns: low contribution To assist regeneration: low contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Redhill	1.6km	Via A25
Local Centre	N/A		Redhill town centre is nearer than the proposed Brighton Road local centre.
Rail Station	Redhill	1.6km	Via A25
Secondary school	The Warwick School	1.9km	Via A25 and Noke Drive
Primary School	Earlswood Infant and Nursery School	1.5km	Via A25, Redstone Hollow, Hooley Lane and St John's Road
GP	Greystone House	2.7km	Via A25
Employment area	Kingsfield Business Park	1.3km	Via A25 and Redstone Hollow
Bus routes	Bus stop approx. 0.3km to the east of the site Four bus routes: 315, 400, 410 and 774 Regular service: 1 bus every 15-30 mins		
Parcel access	The parcel is accessed from Nutfield Road (A25).		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Evidence Paper identified the need for two additional forms of primary education and an additional form of secondary education over the plan period in the Redhill/ Reigate area. The Regulation 18 Development Management Plan Health Needs Evidence Paper identified the need for an additional FTE GP over the plan period within the Redhill area. These needs have been identified in order to address the existing demand from the urban area and proposed sustainable urban extensions, should the parcel be allocated for development specific infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	The parcel adjoins the main A25, therefore unlikely to be problems connecting to utilities.		
Summary	The parcel benefits from good access to public transport and relatively good access to local services and facilities. Given that the parcel adjoins the A25, there are unlikely to be problems connecting to utilities.		

Availability & Suitability	
Landowners	Landownership details are known.
Is land being actively promoted for	The landowners have previously promoted the site for housing. It has not been possible to confirm availability.

development?	
Is there housebuilder/developer interest?	There is not known to be any housebuilder/ developer interest. A site of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal or ownership constraints have been identified. There may be a need to relocate or re-provide the existing community facilities.
Summary	The parcel is not considered to be available for housing development. No legal or ownership constraints have been identified; however, there may be a need to relocate/re-provide community facilities.

SAL1: Land West of Picketts Lane



PARCEL: SAL1 – Land West of Picketts Lane

General

Total Area	63.1ha
Land Uses	Predominant land use: open grazing/ agricultural land and semi-natural open land Other land uses: Agricultural ancillary buildings, residential and sporting facilities
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped. The overriding character of the parcel is open countryside interspersed with woodland. There are two distinct ribbons of residential developments along the southern boundary (to the south east and south west).
Existing land allocations?	No

Heritage

Statutory Listed Buildings	There are a number of statutory listed buildings at Picketts Farm approx. 0.1km to the east of the parcel and a Statutory Listed building at Christmas Farm approx. 0.03km to the east of the parcel.
Locally Listed Buildings	There is a locally listed building at Honeycrook House approx. 0.05km to the north of the parcel.
Conservation Area	Cross Oak Lane conservation area is approx. 0.4km to the south east of the parcel.
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	'Ladder' field pattern.
Informal consultation	Heritage Officer: noted the historic landscape in particular the hedge lines.
Summary	Whilst there are no overriding heritage constraints to development, consideration would need to be given to the proximity of the listed buildings and the historic landscape character.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Majority grade 4. Small area (approx. 1.1ha) to south east grade 3.
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough landscape assessment suggests that although not environmentally designated, the majority of Salford's fringe is sensitive to change, in particular adjoining the north-south sprawl along the A23 corridor. Although it notes that there is an area in interrupted fringe to the east, where recent business estate developments have left some of the adjoining fringe areas with a lower sensitivity to change.
Summary	The parcel displays many of the landscape characteristics including medium-large fields with well-developed hedgerows and dispersed areas of woodland. The majority of the parcel is sensitive to change, however, the northern part adjoining Perrywood Business Centre is not. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field

	patterns.
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Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 6.2km to the north west of the parcel.
SSSI	N/A
SNCI (existing or proposed)	Perrywood and Path proposed SNCI is in the centre of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There are small areas of ancient woodland in the south and west of the parcel.
Other Woodland	Number of established blocks and belts of woodland within the parcel.
BOA	The River Mole Biodiversity Opportunity Area is approx. 0.2km to the north and 0.3km to the south of the parcel.
TPOs	There is a group of TPOs in the north of the parcel adjoining Perrywood Park Business Centre.
Planned biodiversity improvements?	None known.
Summary	Should the parcel be allocated for development, development would need to be sensitively designed to protect the setting of potential SNCI and BOA and avoid areas of ancient woodland. Where possible the existing established trees and hedgerows should be retained.

Access to countryside and recreation	
Public Rights of Way	Two public rights of way extend east-to-west and one public right of way extends north-to-south.
Formal recreation	There are a number of formal recreational facilities (bowls, football and social club) at Perrywood Sports and Social Club which is in the north of the parcel. Given that these facilities are not publicly accessible, retention/ re-provision would be dependent upon the needs of the club.
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some access to the countryside. Should the parcel be allocated for development, the existing public rights of way would need to be retained and opportunities explored to increase provision of recreational facilities.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are a number of waterbodies in the centre and south of the parcel.	
Flood Risk	FZ2	Small area to the south.
	FZ3	Small area to the south.
	Historic Flood Event (1968)	Small area to the south east.
	Surface water	There are a number of areas within the parcel that have been identified as being at risk of surface water flooding (along the east, south and western boundaries and in the centre of the parcel).
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk</u>: small areas in the south fall within Flood Zones 2 and 3 and areas within the centre and along the east, south and western boundaries have been identified as being at risk of surface water flooding.</p> <p><u>Water quality</u>: should the parcel be allocated for development, further investigation would be required.</p>	

Environmental Health and Amenity

Land contamination	Small central areas have been identified as being at risk of land contamination. Should the parcel be allocated for development, further investigation would be required.
Air pollution	The parcel does not fall within an AQMA. Proximity to Salfords and Perrywood Industrial Estates and railway line means that the parcel may be vulnerable to pollution which may have a negative impact in terms of amenity.
Noise pollution	Proximity to Salfords and Perrywood Industrial Estates and railway may give rise to noise pollution.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: further investigation into the former pit in the south east of the parcel would be required; localised boundary investigation adjoining Perrywood Park would be required given the previous uses of the site; further investigation into the potential for ordinance in the west of the site would be required; and further investigation and measures to reduce radon gas in the south of the site would be required.
Summary	Development would be subject to further environmental health investigation and mitigation and would be subject to aerodrome safeguarding constraints. Consideration should be given to the proximity of the parcel to Salfords and Perrywood Industrial Estates.

Green Belt

Findings of Green Belt Review	Overall Contribution: 7 (1 low importance – 15 high importance) Checking sprawl: Moderate contribution Settlement separation: Lower contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution
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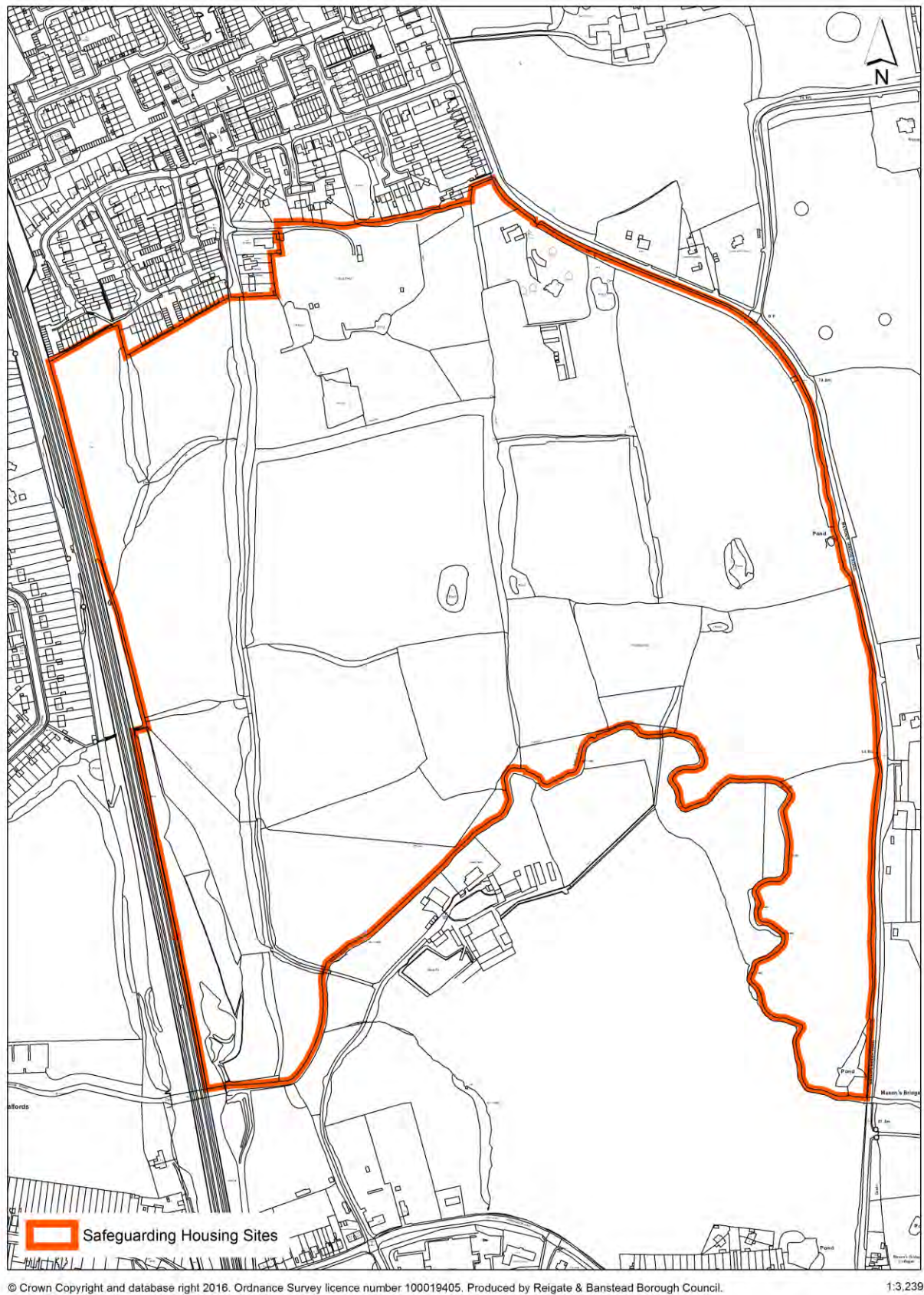
Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Horley	2.5km	Via Cross Oak Lane, A23 and Victoria Road
Local Centre	Salfords	0.3km	Via Honeycrook Lane
Rail Station	Salfords	0.3km	Via Honeycrook Lane and Southern Avenue
Secondary school	Oakwood	2.3km	Via Cross Oak Lane, A23 and B2036
Primary School	Salfords	1.1km	Via Honeycrook Lane, A23, Copsleigh Avenue and Copsleigh Way
GP	Clerklands	2.1km	Via Cross Oak Lane, A23 and Vicarage Lane
Employment area	Salfords Industrial Estate Perrywood Park Business Centre		Both are adjacent to the parcel.
Bus routes	Bus stop on the northern boundary. Bus routes: 424 and 524 Regular services: 1 bus approx. every hour		
Parcel access	The parcel is accessed via Honeycrook Lane, Picketts Lane, Cross Oak Lane and Axes Lane. Given the scale of development proposed there would be a need to improve access.		
Relevant strategic infrastructure	A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel adjoins existing urban area, therefore there is unlikely to be problems connecting to utilities. However, given the scale of development proposed there may be a need for capacity improvements.		
Summary	The parcel benefits from relatively good access to local services, facilities and public transport. However, given the scale of development these are unlikely to support the		

	scale of development proposed. Should the parcel be allocated, further investigation into access, utilities and infrastructure requirements would be required.
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Availability & Suitability	
Landowners	The parcel is owned by a single landowner.
Is land being actively promoted for development?	The parcel has been actively promoted for development.
Is there housebuilder/developer interest?	The landowner is a national development company who have indicated that they would like to develop the site themselves. There is a reasonable prospect that they would be able to deliver a scheme of this size.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. The existing sports facilities may need to be relocated/ re-provided; however, given that they are not publicly available this would be dependent upon the needs of the sports club
Summary	The parcel is considered to be available for housing and there is a reasonable prospect that the parcel will be brought forward for housing - the site is owned by a national developer who has actively promoted the site for housing and has sufficient experience to deliver such a scheme. The existing sports facilities may need to be reprovided/ relocated; however, given that they are not publicly available this would be dependent upon the needs of the sports club.

SAL2: Land South of Whitebushes Estate



PARCEL: SAL2 – Land South of Whitebushes Estate

General	
Total Area	47.8ha
Land Uses	Predominant land use: grazing/ agricultural land Other land uses: woodland, residential and ancillary agricultural buildings
Ward	Earlswood & Whitebushes
Previously Developed Land?	Undeveloped. The overriding character of the parcel is open countryside interspersed with woodland blocks. There is very little built development.
Existing land allocations?	No

Heritage	
Statutory Listed Buildings	There are a number of statutory listed buildings approx. 0.02km to the south of the parcel.
Locally Listed Buildings	Shocks Green Cottage is approx. 0.06km to the north east of the parcel and Honeycrock House approx. 0.1km to the south of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	The Deserted Medieval Farmstead Area of Archaeological Potential is in the north west of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Predominantly a ladder field pattern with some larger 'prairie' fields.
Informal consultation	Heritage Officer: noted the historic field pattern. Consideration would need to be given to the setting of Denes Farm.
Summary	Heritage slightly constrains development potential – there is an area of archaeological potential in the north west of the parcel and a number of listed buildings within close proximity. Development would need to give regard to the setting of Denes Farm and the historic field pattern.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough landscape assessment suggests that the area has a medium to high sensitivity to change.
Summary	The parcel is within an area of medium to high sensitivity to change. Whilst the parcel adjoins the urban area to the north, it displays many of the landscape characteristics including medium to large fields, well-developed hedgerows and areas of woodland. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field patterns.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 5.2km to the north west of the parcel.
SSSI	N/A

SNCI (existing or proposed)	There are three potential SNCIs within the parcel: Woodland to the north west, Brick Field to the north east and The Plantation to the south east. Redhill Aerodrome potential SNCI is approx. 0.3km to the north east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There is an area of ancient woodland in the north of the parcel.
Other Woodland	Interspersed woodland.
BOA	Southern part of the parcel is within the River Mole Floodplain Biodiversity Opportunity Area.
TPOs	There are a number of group TPOs running north-to-south in the eastern part of the parcel.
Planned biodiversity improvements?	None known.
Summary	Biodiversity constrains development potential – the southern part of the parcel falls within the River Mole Floodplain Biodiversity Opportunity area and there are three potential SNCI's, an area of ancient woodland and a group of TPOs within the parcel. Development would need to relate sensitively to these areas. Where possible the other existing established trees and areas of woodland should be retained.

Access to countryside and recreation

Public Rights of Way	A number of public rights of way run from north-to-south and east-to-west.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Earlswood & Whitebushes: focus on maintaining quality of natural/ semi-natural spaces, increasing accessibility of open spaces and links between areas as integral part of the Green Infrastructure Network.
Summary	The parcel currently offers some access to the countryside. Should the parcel be allocated for development, the existing public rights of way would need to be retained and accessibility to the existing public rights of way improved.

Flood risk and Water Quality

Rivers, waterways or waterbodies	The Salfords Stream runs along the southern boundary of the parcel.	
Flood Risk	FZ2	Small area to the south
	FZ3	Small area to the south
	Historic Event (1968)	Area to the south.
	Surface water	The southern and western boundaries and small areas towards the centre of the parcel have been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk:</u> the southern boundary of the parcel adjoins the Salfords Stream and areas adjacent have been identified as falling within Flood Zones 2 and 3 and as being at risk of surface water flooding.</p> <p><u>Water quality:</u> should the parcel be allocated for development, further investigation would be required.</p>	

Environmental Health and Amenity

Land contamination	An area in the north of the parcel has been identified as potentially being contaminated.
Air pollution	The parcel does not fall within an AQMA. Proximity to the adjacent railway line means that the parcel may be vulnerable to pollution.
Noise pollution	Proximity to the railway line may give rise to noise pollution.
Other amenity issues	None additional to those identified above.

Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: the brickfield in the north of the parcel is on the potentially contaminated list and would require further investigation, including investigation into potential ground gas contamination.
Summary	The brickfield in the north of the land parcel is on the potentially contaminated list and would require further investigation into land contamination. Development would also be subject to aerodrome safeguarding constraints and would need to take into consideration the proximity to the railway line.

Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 higher importance) Checking sprawl: Moderate contribution Settlement separation: Higher contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Redhill	4.0km	Via Mason's Bridge Road, Three Arch Road and A23
Local Centre	Salfords	1.2km	Via Mason's Bridge Road and Honeycrock Lane
Rail Station	Salfords	1.2km	Via Mason's Bridge Road, Honeycrock Lane and Southern Avenue
Secondary school	Reigate	3.2km	Via Mason's Bridge Road, Three Arch Road, Maple Road, A2044 and Pendleton Road
Primary School	Salfords	2.0km	Via Masons Bridge Road, Honeycrock Lane, A23 and Copsleigh Avenue
GP	Woodlands Surgery	2.9km	Via Mason's Bridge Road, Three Arch Road, A23 and Woodlands Road
Employment area	Perrywood Park	0.4km	Via Mason's Bridge Road and Honeycrock Lane
Bus routes	Bus stop approx. 0.5km to the south of the parcel. Bus routes: 424 and 524 Regular services: 1 bus approx. every hour		
Parcel access	The parcel is accessed via Mason's Bridge Road. Given the scale of development proposed there would be a need to improve access.		
Relevant strategic infrastructure	A development of the scale proposed would have significant impact on infrastructure; there would be a need for education and health facilities. Transport improvements would likely be required upfront. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel adjoins existing urban area, therefore there is unlikely to be problems connecting to utilities. However, given the scale of development proposed there may be a need for capacity improvements.		
Summary	The parcel has reasonably good access to local services, facilities and public transport. However, they are unlikely to support the scale of development proposed. Further investigation into infrastructure requirements, utilities and access would be required.		

Availability & Suitability	
Landowners	The parcel is owned by a single landowner.
Is land being actively promoted for development?	The parcel has been actively promoted for development.
Is there housebuilder/developer	The landowner is a national development company who have indicated that they would like to develop the site themselves. There is a reasonable prospect that they

interest?	would be able to deliver a scheme of this size.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be retained/ reprovided.
Summary	The parcel is considered to be available for housing and there is a reasonable prospect that the parcel will be brought forward for housing - the site is owned by a national developer who has actively promoted the site for housing and has sufficient experience to deliver such a scheme. No legal/ ownership constraints to development have been identified and no existing uses would need to be retained/ reprovided.

SAL3: Land North of Honeycrock Lane



PARCEL: SAL3 – Land North of Honeycrook Lane

General	
Total Area	24.7ha
Land Uses	Predominant land use: grazing/ agricultural land Other land use: residential and ancillary agricultural buildings
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped. The overriding character is open. There are a number of residential properties along the southern boundary and agricultural buildings to the north.
Existing land allocations?	No

Heritage	
Statutory Listed Buildings	There are a number of statutory listed buildings at Dean Farm in the north of the parcel.
Locally Listed Buildings	Locally listed building at Honeycrook House in the south west of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Predominantly large 'prairie' fields.
Informal consultation	Heritage Officer: development would need to be mindful of the setting of Denes Farm and the locally listed building at Honeycrook House.
Summary	There are a number of listed buildings within the parcel. Development would need to be sensitively designed to protect (and where possible enhance) the setting of the listed buildings and maximise their role in contributing to the character of the area.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Gently sloping
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough landscape assessment suggests that although not environmentally designated, the majority of Salford's fringe is sensitive to change, in particular adjoining the north-south sprawl along the A23 corridor. Although it notes that there is an area in interrupted fringe to the east, where recent business estate developments have left some of the adjoining fringe areas with a lower sensitivity to change.
Summary	The majority of the parcel is subject to high sensitivity, however, the southern part adjoining Perrywood Business Centre is not. The parcel displays many of the landscape characteristics including medium-large fields with well-developed hedgerows and dispersed areas of woodland. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of

	woodland, hedgerows and field patterns.
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Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 5.6km to the north west of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The Plantation potential SNCI is approx. 0.04km to the north of the parcel; Brick Field potential SNCI is approx. 0.3km to the north of the parcel; and Woodland potential SNCI is approx. 0.5km to the north of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	There are a number of established trees within the parcel.
BOA	The northern part of the parcel lies within the River Mole Biodiversity Opportunity Area.
TPOs	Number of TPOs across site. Group of TPOs adjacent to the eastern boundary of the parcel.
Planned biodiversity improvements?	None known.
Summary	Biodiversity constrains development potential – the northern part of the parcel falls within the River Mole Biodiversity Opportunity Area and there are a number of TPOs within and adjacent to the parcel. Should the parcel be allocated for development, where possible the existing trees should be retained.

Access to countryside and recreation	
Public Rights of Way	Public right of way running north-to-south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: Focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some public access to the countryside. Should the parcel be allocated for development, the existing public right of way would need to be retained and opportunities to provide open space and recreational facilities explored.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	The Salfords Stream runs along the north, north east and north western boundaries of the parcel and to the south of the parcel there is a pond.	
Flood Risk	FZ2	Area adjoining the Salfords Stream.
	FZ3	Area adjoining the Salfords Stream.
	Historic Flood Event (1968)	Area adjoining the Salfords Stream.
	Surface water	Areas around the Salfords Stream, pond and a small area in the south west of the parcel are identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	Flood risk: the Salfords Stream runs along the north, north eastern and north western boundaries of the parcel and areas adjacent have been identified as falling within Flood Zones 2 and 3 and being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	An area around Deans Farm in the north of the parcel has been identified as potentially having land contamination. Further investigation would be required should the parcel be allocated for development.

Air pollution	The parcel does not fall within an AQMA. Proximity to the adjacent railway line means that the parcel may be vulnerable to pollution.
Noise pollution	Parcel may be subject to noise pollution from adjacent railway.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health: further investigation would be required into the slurry pit at Denes Farm and the former sewerage works.
Summary	Development would be subject to aerodrome safeguarding constraints and would need to take into consideration the proximity to the railway line. Further investigation into the slurry pit and former sewerage works would be required.

Green Belt

Findings of Green Belt Review	Overall contribution: 9 (1 lowest importance – 15 highest importance) Checking sprawl: Moderate contribution Settlement separation: Higher contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution
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Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Redhill Horley	4.3km 4.4km	Via Honeycrook Lane and A23 Via Honeycrook Lane, A23 and Victoria Road
Local Centre	Salfords Local Centre	0.3km	Via Honeycrook Lane
Rail Station	Salfords Railway Station	0.3km	Via Honeycrook Lane and Southern Avenue
Secondary school	Reigate School	3.5km	Via Honeycrook Lane, A2044 and Pendleton Road
Primary School	Salfords Primary School	1.1km	Via Honeycrook lane, A23 and Copsleigh Avenue
GP	Woodlands Surgery	3.6km	Via Honeycrook Lane, A23 and Woodlands Road
Employment area	Perrywood Park		Adjoins the parcel to the south.
Bus routes	Bus stop adjacent to the south of the parcel. Bus routes: 424 and 524 Regular services: 1 bus approx. every hour		
Parcel access	The parcel is accessed via Honeycrook Lane and Mason's Bridge Road. There is a footpath along Honeycrook Lane. Given the scale of development proposed there would need to be improvements to parcel access.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	The parcel is within close proximity to the urban area and therefore unlikely to be problems connecting to utilities. However, given the scale of development proposed, capacity improvements may be required.		
Summary	The parcel benefits from reasonable access to local services, facilities and public transport. Further investigation into infrastructure requirements, utilities and access would be required.		

Availability & Suitability	
Landowners	The parcel is owned by a single landowner.
Is land being actively promoted for development?	The parcel has been actively promoted for development.
Is there housebuilder/developer interest?	The landowner is a national development company who have indicated that they would like to develop the site themselves. There is a reasonable prospect that they would be able to deliver a scheme of this size.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be relocated/ reprovided.
Summary	The parcel is considered to be available for housing and there is a reasonable prospect that the parcel will be brought forward for housing - the site is owned by a national developer who has actively promoted the site for housing and has sufficient experience to deliver such a scheme. No legal/ ownership constraints to development have been identified and no existing uses would need to be relocated/ reprovided.

SAL4: Land East of Mason's Bridge Road



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1:2,166

PARCEL: SAL4 – Land East of Mason’s Bridge Road

General

Total Area	18.5ha
Land Uses	Predominant land use: agricultural/ grazing land Other uses: residential and ancillary agricultural buildings
Ward	Earlswood & Whitebushes
Previously Developed Land?	Undeveloped. The built form is concentrated around Hazelhurst Farm and to the south of the parcel.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	Shocks Green Cottage to the south of the parcel. Covertside and Cleves House is approx. 0.02km to the east of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Predominantly large ‘prairie’ fields.
Informal consultation	Heritage Officer: development would need to retain, and be sensitively designed to protect, the listed buildings.
Summary	There are no overriding heritage constraints to development subject to the retention of the listed building and sensitive design to protect (and where possible enhance) the setting of the listed building.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	The north western tip of the parcel adjoins common land.
Topography	Gently sloping
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough landscape assessment suggests that the area has a medium to high sensitivity to change.
Summary	The parcel is within an area of medium to high sensitivity to change. The parcel displays many of the landscape characteristics including medium-large fields, well-developed hedgerows and long distance views. Development would need to be mindful of the long-ranging views and seek to protect the existing areas of woodland, hedgerows and field patterns.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 4.7km to the north west of the parcel.
SSSI	N/A
SNCI (existing or proposed)	East Surrey Hospital proposed SNCI adjoins the parcel to the north west; Brick Field proposed SNCI adjoins the parcel to the south west; and Redhill Aerodrome

	proposed SNCI is approx. 0.1km to the south east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	Ancient woodland adjoins the parcel to the north.
Other Woodland	There are a number of established trees within the parcel.
BOA	Earlswood & Redhill Common Biodiversity Opportunity Area is approx. 0.03km to the north west of the parcel.
TPOs	Group of TPOs adjoin the parcel to the south west.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development subject to sensitive design to protect (and where possible enhance) the setting of the proposed SNCIs and Biodiversity Opportunity Area. If allocated for development, where possible the established trees should be retained.

Access to countryside and recreation	
Public Rights of Way	There is a public right of way extending east-to-west across the north of the parcel and public rights of way running along the eastern and northern boundaries.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Earlswood & Whitebushes: focus on maintaining quality of natural/ semi-natural spaces, increasing accessibility of open spaces and links between areas as integral part of the Green Infrastructure Network.
Summary	The parcel currently offers some public access to the countryside. Should the parcel be allocated for development the existing public rights of way would need to be retained and access to the public rights of way enhanced.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	Earlswood Brook adjoins the northern boundary of the parcel. There are two small ponds towards the centre around Hazelhurst Farm and one small pond on the eastern boundary.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Flood Event (1968)	N/A
	Surface water	Areas identified as being at risk of surface water along the northern, eastern and western boundaries and an area in the centre of the parcel.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, areas along the northern, eastern, western and central areas have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	Land at Hazelhurst Farm and The Elders have been identified as potentially having land contamination. Should the parcel be allocated for development, further investigation would be required.
Air pollution	The parcel does not fall within an AQMA.
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development; however, further investigation would be required into the

	farm and pond area.
Summary	There are no overriding environmental health constraints to development subject to further investigation into potential land contamination of the farm and pond area. Development would also be subject to aerodrome safeguarding constraints.

Green Belt

Findings of Green Belt Review	Overall contribution: 10 (1 low importance – 15 high importance) Checking sprawl: Higher contribution Settlement separation: Moderate contribution Safeguarding countryside: Higher contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution
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Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Redhill	3.2km	Via Mason's Bridge Road, Three Arch Road and A23
Local Centre	Salfords Local Centre	2.0km	Via Mason's Bridge Road and Honeycrock Lane
Rail Station	Salfords Rail Station	2.0km	Via Mason's Bridge Road, Honeycrock Lane and Southern Avenue
Secondary school	Reigate School	2.6km	Via Three Arch Road, A2044 and Pendleton Road
Primary School	Salfords Primary School	2.4km	Via Mason's Bridge Road, Three Arch Road, A23 and Copsleigh Avenue
GP	Woodlands Surgery	2.5km	Via Mason's Bridge Road, Three Arch Road, A23 and Woodlands Road
Employment area	Perrywood Park	1.5km	Via Mason's Bridge Road and Honeycrock Lane
Bus routes	Bus stop approx. 0.04km to the west of the parcel. Bus routes: 324, 420, 424, 430, 435, 460 and 524 Regular services: 1 bus every 15-30 minutes.		
Parcel access	The parcel is accessed via Mason's Bridge Road and Kingsmill Lane. There are no footpaths on either road.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	The parcel adjoins existing residential property and East Surrey Hospital, therefore there is unlikely to be problems connecting to utilities, however, given the scale of development proposed there may be a need to improve capacity.		
Summary	The parcel has relatively good access to local services, facilities and public transport and given that the parcel adjoins the urban area, there are unlikely to be problems connecting to utilities (however capacity improvements may be required). Should the parcel be allocated for development, further investigation would be required into infrastructure, utilities and access.		

Availability & Suitability

Landowners	Land ownership is unknown.
Is land being actively promoted for development?	The parcel has not been actively promoted for development.
Is there	There is no known housebuilder/ developer interest.

housebuilder/developer interest?	A site of this size would likely attract a regional housebuilder.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be reprovided/ relocated.
Summary	The parcel is not considered to be available for development. The parcel has not been promoted to the Council for housing and land ownership is unknown. No legal/ ownership constraints to development have been identified and no existing uses would need to be reprovided/ relocated.

SAL5: Land West of Montfort Rise, Salfords



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1:1,738

PARCEL: SAL5 – Land West of Montfort Rise, Salfords

General

Total Area	13.5ha
Land Uses	Predominant land use: open grazing land and areas of semi-natural open land Other land uses: ancillary agricultural buildings and residential
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped land. The existing built form is concentrated towards the east of the parcel.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	Elmersland Farm House Grade II listed building approx. 0.03km north of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings in the east of the parcel at Horley Lodge. The Ice House locally listed building is in the centre of the parcel and Appletree Cottage is approx. 0.1km to the north west of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Horley Lodge Historic Garden Area of Archaeological Potential is in the east of the parcel.
Historic Park/Garden	Horley Lodge Historic Garden is in the east of the parcel.
Other	N/A
Historic landscape classification	Ladder field pattern.
Informal consultation	Heritage Officer: development would need to avoid the historic garden and should seek to protect the setting of the listed buildings.
Summary	There are no overriding heritage constraints to development subject to avoiding the historic garden and protecting the setting of the listed buildings.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	No
Agricultural Grade	Northwest part of the parcel (area approx. 5ha) Grade 3, remainder Grade 4.
Landscape character	Low Weald Farmland (WF2): low lying, gently undulating landscape. Predominantly medium to large scale arable fields with well-maintained hedges. There are fairly unconstrained views, occasionally framed by woodland, across the character area. Rural lanes cross much of the area and residential development is constrained to ribbon development along Lonesome Lane and low density houses at Saxley Hill. The borough-wide landscape assessment suggests that although not environmentally designated, the majority of Salford's fringe is sensitive to change, particularly along the A23 corridor. It notes that an area of interrupted fringe exists to the east, where recent business estate development have left some adjoining fringe areas with a lower sensitivity to change.
Summary	The parcel is within the area sensitive to change. The parcel is relatively flat and displays many of the landscape characteristics such as medium to large fields and long ranging views. There are also a number of established trees delineating the parcel to the east, south and west. Development would need to retain the existing field pattern, trees and be mindful of long ranging views.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 5.9km north of the parcel.
SSSI	N/A

SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	A number of established trees delineate the parcel.
BOA	River Mole Floodplain Biodiversity Opportunity Area is approx. 0.05km to the north of the parcel.
TPOs	A number of TPOs adjoin the east of the parcel.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development – development would need to be mindful of the nearby BOA and where possible should seek to retain the existing trees.

Access to countryside and recreation

Public Rights of Way	A public right of way extends north-to-south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some public access to the countryside. The existing public right of way would need to be retained if the parcel were to be allocated for development and opportunities to provide open space and recreation explored.

Flood risk and Water Quality

Rivers, waterways or waterbodies	A drain runs along the western and southern boundaries and there is a pond in the south east of the parcel. The Salfords Stream is approx. 0.1km to the north of the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Areas along the western and northern boundary and around the pond in the south of the parcel have been identified as being at risk from surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, areas in the north, west and south of the parcel have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	The northern part of the parcel - structures over 90m The southern part of the parcel - structures over 45m.
Informal consultation	Environmental Health Officer: there are no overriding environmental health constraints to development. Given the former worm farm use some further investigation may be required.
Summary	There are no overriding environmental health constraints to development. However, given the former worm farm use, some further investigation may be required. Development would be subject to aerodrome safeguarding constraints.

Green Belt	
Findings of Green Belt Review	<p>Overall contribution: 9 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Moderate contribution</p> <p>Settlement separation: Higher contribution</p> <p>Safeguarding countryside: Moderate contribution</p> <p>Setting of historic towns: Lower contribution</p> <p>To assist regeneration: Lower contribution</p>

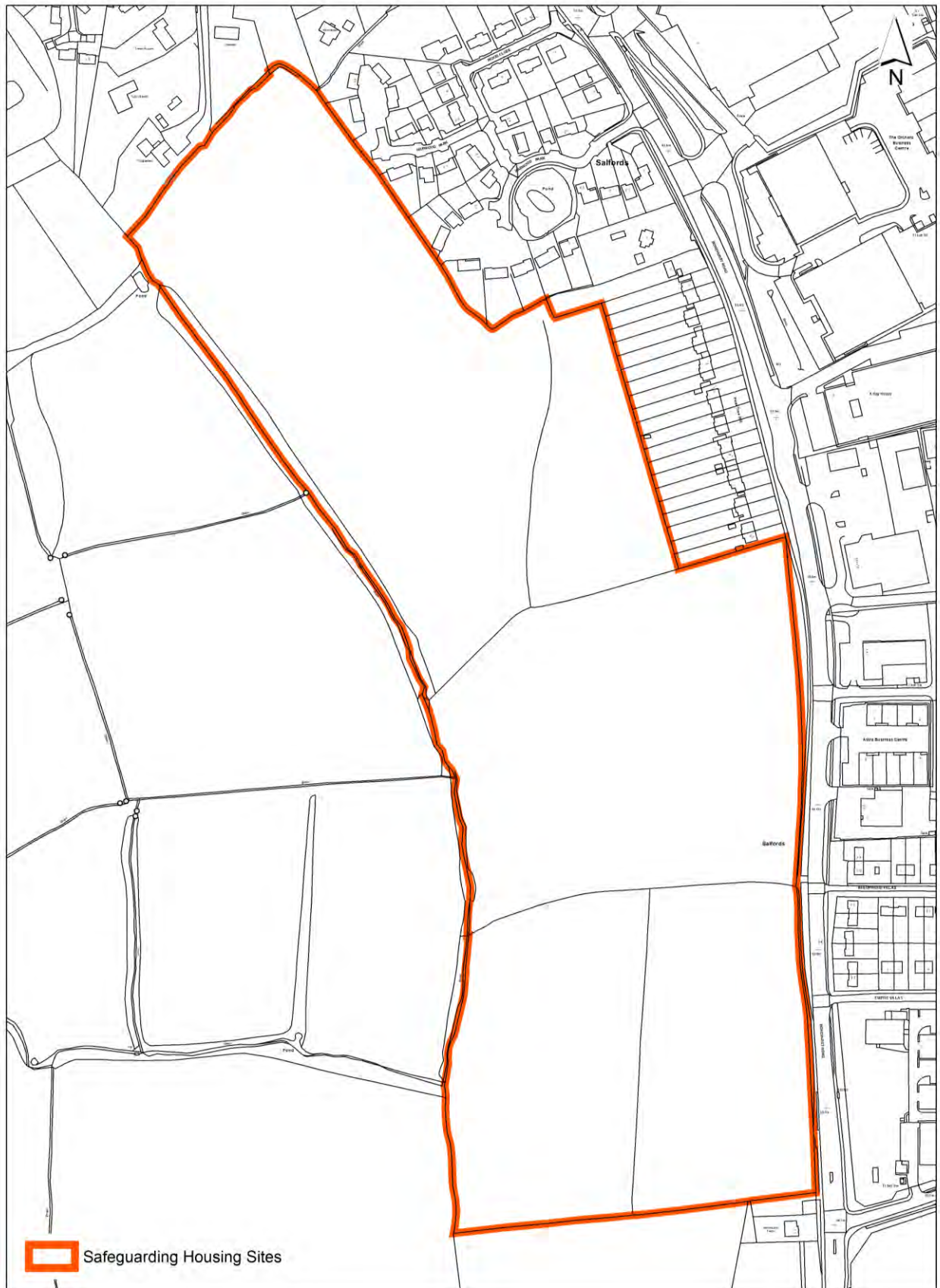
Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley	4.0km	Via Lodge Lane, A23 and Victoria Road
Local Centre	Salfords Local Centre	0.7km	Via Lodge Lane and A23
Rail Station	Salfords Rail Station	0.8km	Via Lodge Lane, A23, Westmead Drive and Southern Avenue
Secondary school	Oakwood School	3.7km	Via Lodge Lane, A23 and B2036
Primary School	Salfords Primary School	1.5km	Via Lodge Lane, A23 and Copsleigh Avenue
GP	Clerklands	3.5km	Via Lodge Lane, A23 and Vicarage Lane
Employment area	Salfords Industrial Estate	0.4km	Via Lodge Lane and A23
Bus routes	<p>Bus stop approx. 0.4km to the east of the parcel.</p> <p>Bus routes: 324, 400, 420, 424, 460, 524 and Fastway 100</p> <p>Regular services: 1 bus every 15mins.</p>		
Parcel access	The parcel is accessed via Lodge Lane, there is no public footpath.		
Relevant strategic infrastructure	<p>The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period.</p> <p>The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley).</p> <p>These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.</p>		
Utilities or servicing shortfalls	The parcel adjoins the existing urban area, therefore, there are unlikely to be problems connecting to utilities, however, capacity improvements may be required.		
Summary	<p>The parcel benefits from relatively good access to local services, facilities and public transport and given that the parcel adjoins the urban area there are unlikely to be problems connecting to utilities (however capacity improvements may be required).</p> <p>Should the parcel be allocated for development, further investigation into infrastructure requirements and utilities would be required.</p>		

Availability & Suitability	
Landowners	Land ownership details are known.
Is land being actively promoted for development?	Whilst the parcel has not been actively promoted for development, prior approval has been sought ⁵ for change of use of the buildings to residential dwellings.
Is there housebuilder/developer interest?	<p>There is no known housebuilder/ developer interest.</p> <p>A site of this size would likely attract interest from a regional housebuilder.</p>
Legal/ownership constraints or existing	<p>No legal/ ownership constraints have been identified.</p> <p>No existing uses would need to be relocated/ reprovided.</p>

⁵ Prior approval was refused and dismissed at appeal as the last use of the buildings was not considered to be agriculture.

uses to be relocated	
Summary	<p>Whilst the parcel has not been actively promoted for development there have been a number of prior approval applications and therefore there is a reasonable prospect that the parcel would be made available for development.</p> <p>No legal/ ownership constraints to development have been identified and no existing uses would need to be relocated/ reprovided.</p>

SAL6: Land West of Bonehurst Road, Salfords



PARCEL: SAL6 – Land West of Bonehurst Road, Salfords

General

Total Area	16.4ha
Land Uses	Predominant land use: open grazing/ agricultural land
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped – no built form/ other urbanising structures.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	Brock Holt is approx. 0.05km to the east of the parcel. There are also a number of locally listed buildings at Horley Lodge is approx. 0.2km north west of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Medieval Moated Site Area of Archaeological Potential (Horley Lodge Historic Garden) is approx. 0.1km to the north west of the parcel.
Historic Park/Garden	Horley Lodge Historic Garden is approx. 0.1km to the north west of the parcel. The surrounding open character is not considered to be an integral or defining part of its character.
Other	N/A
Historic landscape classification	Partly ladder field pattern and partly 'prairie' fields.
Informal consultation	Heritage Officer: no overriding heritage constraints to development. Development would need to provide a parkway principle.
Summary	There are no overriding heritage constraints to development subject to the provision of a parkway principle. Should the parcel be allocated for development, consideration should be given to the proximity of nearby listed buildings and area of archaeological potential.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF2): low lying, gently undulating landscape. Predominantly medium to large scale arable fields with well-maintained hedges. There are fairly unconstrained views, occasionally framed by woodland, across the character area. Rural lanes cross much of the area and residential development is constrained to ribbon development along Lonesome Lane and low density houses at Saxley Hill. The borough-wide landscape assessment suggests that although not environmentally designated, the majority of Salford's fringe is sensitive to change, particularly along the A23 corridor. It notes that an area of interrupted fringe exists

	to the east, where recent business estate development have left some adjoining fringe areas with a lower sensitivity to change.
Summary	The parcel is within an area of high sensitivity to change and displays many of the landscape characteristics including medium to large scale fields, long ranging views and established hedgerows. Development would need to retain the existing field pattern, trees and be mindful of long ranging views.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 6.5km to the north of the parcel.
SSSI	N/A
SNCI (existing or proposed)	N/A
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	Number of established trees on northern and western boundaries.
BOA	The River Mole Floodplain Biodiversity Opportunity Area is approx. 0.3km to the south of the parcel.
TPOs	N/A
Planned biodiversity improvements?	None known.
Summary	No specific biodiversity constraints to development have been identified. Should the parcel be allocated, the existing trees should be retained where possible.

Access to countryside and recreation	
Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords and Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers no access to countryside and recreation. Opportunities should be explored to provide open space and recreational facilities if the parcel is allocated for development.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no waterbodies within the parcel. There are a number of drains on the western boundary.	
Flood Risk	FZ2	Small area of land adjacent to the southern boundary.
	FZ3	Small area of land adjacent to the southern boundary.
	Historic Event (1968)	N/A
	Surface water	Areas to the south, western and central areas are identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	Flood risk: small areas adjoining the southern boundary fall within Flood	

	<p>Zones 2 and 3 and areas to the south, west and centre of the parcel have been identified as being at risk of surface water flooding.</p> <p><u>Water quality:</u> further investigation would be required should the parcel be allocated for development.</p>
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Environmental Health and Amenity

Land contamination	An area in the south east of the parcel has been identified as potentially being contaminated.
Air pollution	The parcel does not fall within an AQMA. Proximity to A23 and Salfords Industrial Estate means that the parcel may be vulnerable to pollution which may have a negative impact in terms of amenity.
Noise pollution	Proximity to the A23 and Salfords Industrial Estate may give rise to noise pollution.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	Yes (structures over 45m)
Informal consultation	Environmental Health Officer: the brickfield on the eastern boundary is on the potential land contamination list and would require further investigation.
Summary	The brickfield on the eastern boundary is on the potential land contamination list and would require further investigation should the parcel be allocated for development. Development would be subject to aerodrome safeguarding constraints and would need to take into consideration the proximity to the A23 and Salfords Industrial Estates.

Green Belt

Findings of Green Belt Review	<p>Overall contribution: 10 (1 low importance – 15 high importance)</p> <p>Checking sprawl: Moderate contribution</p> <p>Settlement separation: Higher contribution</p> <p>Safeguarding countryside: Higher contribution</p> <p>Setting of historic towns: Lower contribution</p> <p>To assist regeneration: Lower contribution</p>
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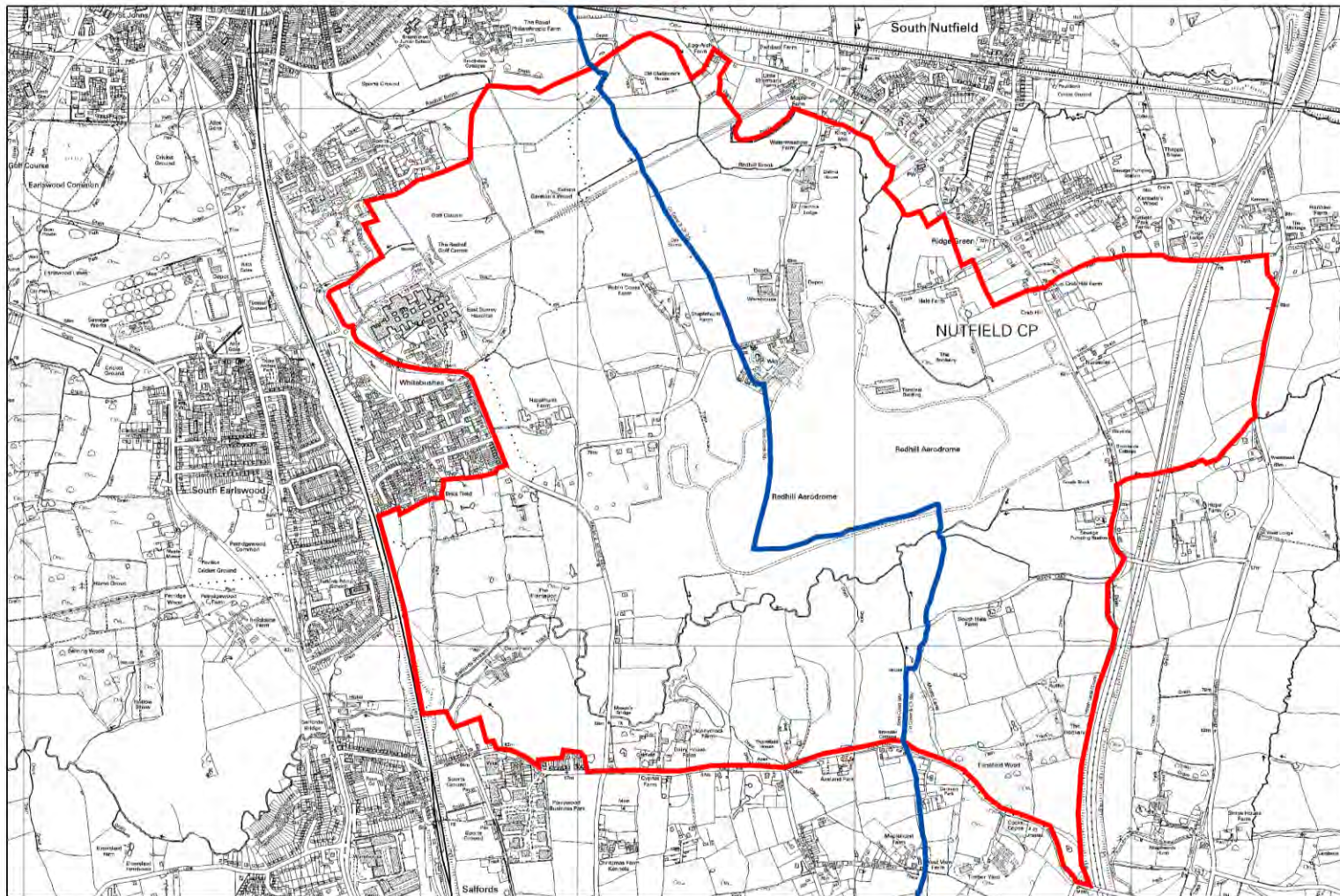
Infrastructure and accessibility

	Name	Distance	Commentary
Town Centre	Horley Town Centre	2.4km	Via A23 and Victoria Road
Local Centre	Salfords Local Centre	1.1km	Via A23
Rail Station	Salfords Railway Station	1.2km	Via A23, Westmead Drive and Southern Avenue
Secondary school	The Oakwood School	2.2km	Via A23 and B2036
Primary School	Meath Green Infant School	1.8km	Via A23, Horley Row, Bakehouse Road and Kiln Lane
GP	Clerklands	2.0km	Via A23 and Vicarage Lane
Employment area	Salfords		Salfords Industrial Estate is on the opposite side of the road.
Bus routes	<p>Bus stop adjacent to the eastern boundary.</p> <p>Bus routes: 324, 400, 4230, 424, 460, 524 and Fastway 100</p> <p>Regular services: 1 bus every 15mins.</p>		
Parcel access	The parcel is accessed via the A23 – this is a busy main road with many junctions in close proximity and would therefore need to be carefully		

	considered. There is a public footpath along the A23.
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Technical Paper identified a need for two additional forms of primary and secondary school provision over the plan period. The Regulation 18 Development Management Plan Health Needs Technical Paper identified the need for 4 new GPs over the plan period within area 3 (Salfords and Horley). These needs have been identified in order to address demand from the North West sector and proposed sustainable urban extensions, should the parcel be allocated for development specific strategic infrastructure requirements would need to be identified.
Utilities or servicing shortfalls	The parcel adjoins the main A23 Bonehurst Road, therefore, there are unlikely to be problems connecting to utilities.
Summary	Whilst the parcel has relatively good access to local services, facilities and public transport, concerns are raised as the parcel is accessed via the A23 which is a very busy main road. Given the proximity to the A23 there are unlikely to be problems connecting to utilities. Should the parcel be allocated for development, further investigation into access and infrastructure would be required.

Availability & Suitability	
Landowners	Ownership of the full extent of the parcel is unknown – the central part is owned by a private individual, the other landowners are unknown.
Is land being actively promoted for development?	The central part has been actively promoted for housing development.
Is there housebuilder/developer interest?	There is not known to be any specific developer interest. A site of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses would need to be retained/ relocated.
Summary	The parcel is not considered to be available for housing; whilst the central part of the parcel has previously been promoted the remainder has not. No legal/ ownership constraints to development have been identified and no existing uses would need to be retained/ relocated.

SAS1 Redhill Aerodrome



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1:17,000

Note: The hospital area is included in this area outline as access would be required for the strategic highway link between the A23 and the M23.

PARCEL: SAS1 – Redhill Aerodrome**General**

Total Area	619ha
Land Uses	Predominant land use: agricultural/ open land Other land uses: hospital; commercial premises; residential; grassed runways; taxiways, hangars and other aerodrome buildings with hardstanding.
Ward	Earlswood & Whitebushes and Salfords & Sidlow
Previously Developed Land?	Undeveloped. The built form is concentrated around the aerodrome and hospital. There are also some residential buildings in the south of the parcel.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	There are Grade II listed buildings at Deans Farm and Staplehurst Farm within the land parcel. <ul style="list-style-type: none"> • Robin Cooks Farm adjoins the parcel • Cyprus Farm approx. 0.2km to the south of the parcel • Christmas Farm Kennels approx. 0.5km to the south of the parcel • Axes Farm approx. 0.6km to the south of the parcel
Locally Listed Buildings	There are locally listed buildings at Covertside & Cleves House and Shocks Green Cottage in the west of the parcel and Honeycrock House in the south of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	The Deserted Medieval Farmstead Area of Archaeological Potential is in the west of the parcel.
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Mixed: there are predominantly larger 'prairie' fields. In the south west of the parcel there is some ladder field pattern.
Informal consultation	Heritage Officer: noted the historic field pattern in the south west of the parcel. Consideration would also need to be given to the setting of Denes Farm.
Summary	Heritage slightly constrains development in the south west of the parcel – there is an area of archaeological potential and a number of listed buildings within close proximity. Development would need to give regard to the setting of the listed buildings and the historic field pattern in the west of the parcel.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Gently sloping
Active agricultural use?	Yes
Agricultural Grade	Majority Grade 4, small area within the eastern boundary (approx. 11.7ha) of

	the parcel Grade 3.
Landscape character	Low Weald Farmland (WF3): low lying broadly undulating landscape. Predominantly medium-large, arable fields with occasional areas of smaller pastoral fields. There is a well-developed hedgerow network with dispersed blocks of woodland. Landscape in the east of the character areas is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland. The borough landscape assessment suggests that the area has a medium to high sensitivity to change.
Summary	The parcel is within an area of medium to high sensitivity to change. The parcel displays some of the landscape characteristics including some medium to large fields, some areas of woodland, some established trees and wide ranging views. Development would need to retain the existing field pattern, wooded areas, hedgerows, field patterns and be mindful of long-ranging views.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 3.6km to the north west of the parcel.
SSSI	N/A
SNCI (existing or proposed)	There are a number of potential SNCI's within the western part of the parcel: woodland, Brick Field, East Surrey Hospital and The Plantation. There is also a potential SNCI in the centre of the parcel: Redhill Aerodrome.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There are three areas of ancient woodland in the north west of the parcel and an area of ancient woodland in the south west of the parcel.
Other Woodland	There are a number of established trees within the parcel.
BOA	The River Mole Floodplain Biodiversity Opportunity Area runs through the south of the parcel. The River Mole Floodplain Biodiversity Opportunity Area also adjoins the west of the land parcel.
TPOs	There are a number of TPOs in the north west of the parcel/ adjoining the north west of the parcel. There are a number of TPOs at the Plantation and adjoining Copsleigh Avenue in the west of the parcel. There are a number of TPOs within and adjoining the southern part of the land parcel at Dairy House Farm and along Axes Lane.
Planned biodiversity improvements?	None known.
Summary	The River Mole Floodplain Biodiversity Opportunity Area runs through the south of the parcel and adjoins the parcel to the west. There are a number of TPOs, areas of ancient woodland and well established trees within the western part of the parcel.

Access to countryside and recreation	
Public Rights of Way	There are a number of public rights of way within the west of the land parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Earlswood & Whitebushes: Focus on maintaining quality of natural / semi-natural spaces, increasing accessibility of open spaces and links between areas as integral part of the Green Infrastructure network. Salfords & Sidlow: Focus should be on increasing provision in all typologies.

Summary	The parcel currently offers some public access to the countryside. Should the parcel be allocated for development, the existing public rights of way would need to be retained. Given the scope of development proposed, opportunities exist to provide open space and recreational facilities and improve access to the countryside.
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Flood risk and Water Quality		
Rivers, waterways or waterbodies	The Salfords Stream runs through the south of the parcel. The northern boundary is delineated by the Redhill Brook. There are a number of small ponds within the parcel. There are a number of drains on the eastern boundary.	
Flood Risk	FZ2	Areas within the south and north of the parcel.
	FZ3	Areas within the south and north of the parcel.
	Historic Event (1968)	Areas within the south and adjoining the north of the parcel.
	Surface water	Areas within the west, south, north and centre of the parcel are identified as being at risk of surface water.
	Reservoir Failure	N/A
Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk:</u> the Salfords Stream runs through the southern part of the parcel and there are a number of small ponds. Areas within the south, north and centre of the parcel are identified as being at risk of surface water flooding. <u>Water quality:</u> further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	An area in the west of the parcel and an area around Deans Farm have been identified as potentially being contaminated. There is also possible contamination due to the use of the land as an aerodrome. Should the parcel be allocated for development, further investigation would be required.
Air pollution	The parcel does not fall within an AQMA. Proximity to the adjacent railway means that the parcel may be vulnerable to pollution.
Noise pollution	Parcel may be subject to noise pollution from adjacent railway.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	Yes – majority of parcel development over 90m. Southern part of parcel development over 45m.
Informal consultation	Environmental Health Officer: there are a number of areas on the contaminated land list/ potentially contaminated land list. These include works in the south of the parcel and the brickfield in the west of the parcel. Further investigation would be required into the slurry pit at Denes Farm and the former sewerage works. Further investigation would also be required into the potential for ground gas contamination in the west of the parcel and the potential for ordinance. Given the aerodrome use a robust investigation will be required.
Summary	Development would be subject to environmental health investigation and aerodrome safeguarding constraints.

Green Belt	
Findings of Green	Overall contribution: 9 (1 low importance – 15 high importance)

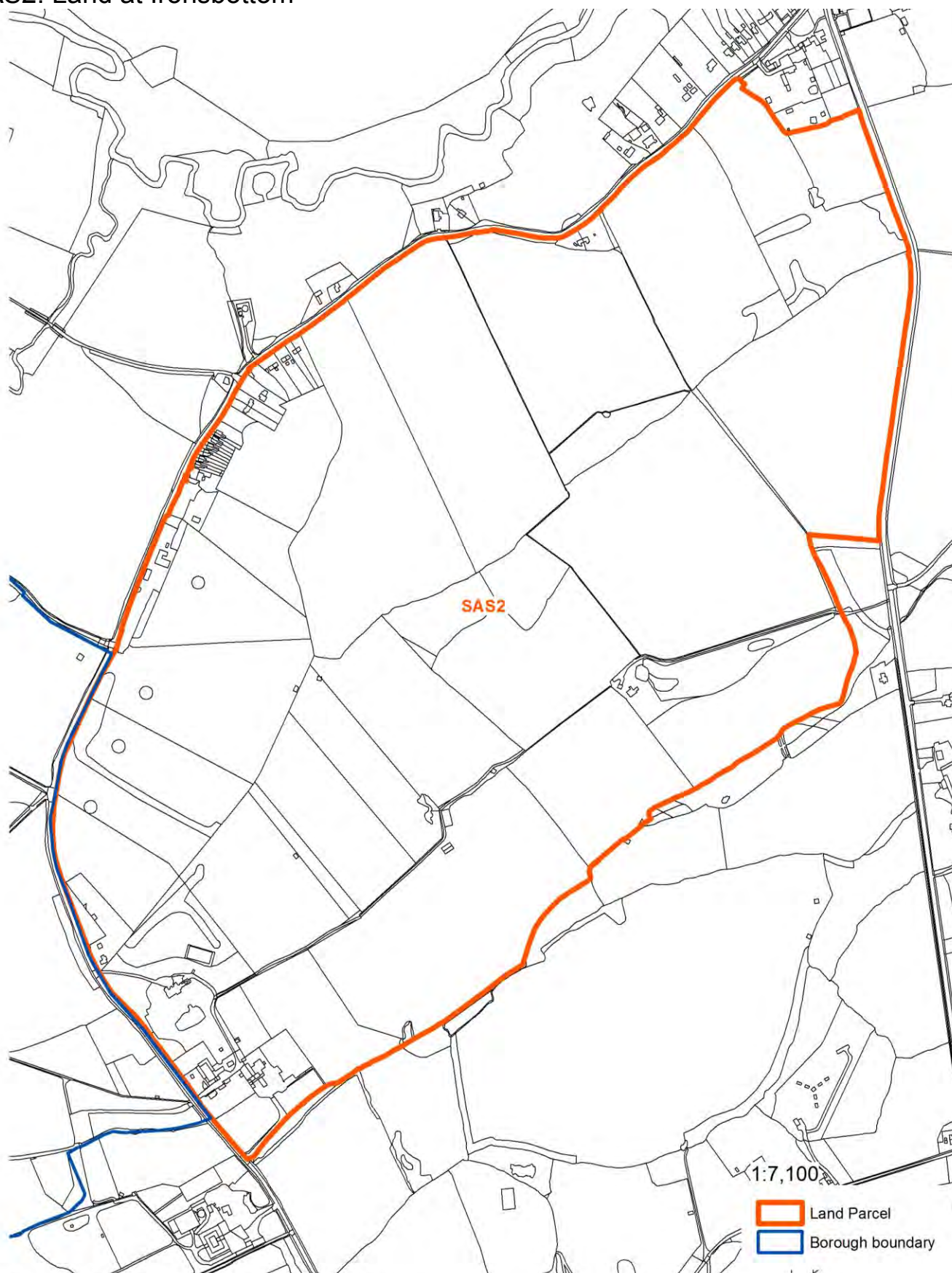
Belt Review	Checking sprawl: Moderate contribution Settlement separation: High contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Low contribution To assist regeneration: Low contribution
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Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Redhill	2.6km	Via Three Arch Road and Horley Road
Local Centre	Salfords	0.3km	Via Honeycrock Lane
Rail Station	Salfords Rail Station	0.3km	Via Honeycrock Lane and Southern Avenue
Secondary school	Reigate School	2.2km	Via Three Arch Road, Maple Road and Woodhatch Road
Primary School	Salfords Primary School	2.1km	Via Three Arch Road, Horley Road and Copsleigh Road
GP	Woodlands	2.0km	Via Three Arch Road, Horley Road and Woodlands Road
Employment area	Perrywood Park Industrial Estate		Adjoining
Bus routes	Bus stop within the parcel at East Surrey Hospital. Bus routes: 315, 400, 420, 424, 435, 460 and Fastway 100 Regular services: 1 bus approx. 10 minutes.		
Parcel access	The parcel is accessed via Three Arch Road, Mason's Bridge Road, Kings Mill Lane, Honeycrock Lane and Axes Lane. Given the scale of development, access improvements would be required.		
Relevant strategic infrastructure	A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	Given that the parcel adjoins the urban area and is partly used for commercial uses, there are unlikely to be problems connecting to utilities. However, given the scale of the development proposed, capacity improvements may be required.		
Summary	The parcel has relatively good access to public transport but poor access to local services and facilities. Given the scale of development proposed, additional facilities would be required. Should the parcel be allocated for development, further investigation into infrastructure and utilities would be required.		

Availability & Suitability	
Landowners	The parcel is owned by a number of landowners.
Is land being actively promoted for development?	The parcel has been actively promoted for a standalone settlement.
Is there housebuilder/developer interest?	The parcel has been actively promoted for development by Thakeham Homes, a national housebuilder.
Legal/ownership constraints or existing	No legal/ ownership constraints identified. The existing commercial and aerodrome facilities may need to be reprovided.

uses to be relocated	The hospital would need to be retained.
Summary	<p>The parcel is considered to be available for development – it has been actively promoted by Thakeham Homes, a national developer, for a standalone settlement.</p> <p>Should the parcel be redeveloped the existing hospital would need to be retained and the existing commercial and aerodrome facilities may need to be reprovided.</p>

SAS2: Land at Ironsbottom



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PARCEL: SAS2 – Land at Ironsbottom**General**

Total Area	114.3ha
Land Uses	Predominant land use: agriculture Other land uses: residential
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped. The built form is limited to a number of agricultural and small commercial units and residential properties in large plots predominantly along the road frontages of Ironsbottom and Dovers Green Road.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	Within the parcel, there are a number of locally listed buildings at Wolvers Home Farm in the south west of the parcel; at Tudor Barn in the north of the parcel; and at Sidlow Farm in the north east of the parcel. There are also a number of locally listed buildings within close proximity to the parcel at: <ul style="list-style-type: none"> • Hope Cottage, approx. 0.01km to the north of the parcel • West Cottage, approx. 0.02km to the north of the parcel • Emmanuel Church, approx. 0.01km to the north east of the parcel • Duxhurst Lane, approx. 0.5km to the south of the parcel
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Kinnersley Manor Area of Archaeological Potential is approx. 0.3km to the east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Predominantly medium size fields of regular pattern.
Informal consultation	Heritage Officer: the listed buildings would need to be retained and their settings preserved. A parkway principle would be required along Ironsbottom and Reigate Road.
Summary	There are no overriding heritage constraints to development subject to a parkway principle along Ironsbottom and Reigate Road and the retention of the listed buildings and sensitive design to protect their setting.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF1): low lying and gently undulating. The farmland is of an irregular pattern of medium and occasionally large scale arable fields, there are smaller pastoral fields along the watercourses and paddocks and small holdings associated with farmsteads and settlements. There are well maintained hedgerows and dispersed woodland areas. The settlement pattern is characterised by scattered farmsteads and small groups of houses. There are unconstrained views which are occasionally framed by

	woodland. The borough landscape assessment suggests that the area has a medium to high sensitivity to change.
Summary	The parcel is within an area of medium to high sensitivity to change. The parcel has many of the characteristics of the landscape character including well maintained hedgerows, scattered farmsteads, dispersed woodland areas and wide ranging views. Development would need to retain the existing field pattern, wooded areas and hedgerows and be mindful of the wide ranging views.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 5.2km to the north of the parcel.
SSSI	N/A
SNCI (existing or proposed)	Bus House Copse potential SNCI is approx. 0.3km to the west of the parcel. Collendean Copse potential SNCI is approx. 0.5km to the south west of the parcel. Woods west of Crutchfield Copse potential SNCI is approx. 0.7km to the south of the parcel. Crutchfield Copse SNCI is approx. 0.8km to the south of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There is an area of ancient woodland towards the south of the parcel and an area of ancient woodland adjoins the southern boundary of the parcel.
Other Woodland	There are a number of established trees and hedgerows.
BOA	River Mole Floodplain Biodiversity Opportunity Area approx. 0.1km to the north and 0.2km to the east of the parcel.
TPOs	A TPO adjoins the parcel to the north east.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development subject to the retention of the area of ancient woodland. Should the parcel be allocated for development, the existing trees should be retained where possible and consideration should be given to the adjoining TPO and proximity of the BOA.

Access to countryside and recreation	
Public Rights of Way	There are a number of public footpaths running east-to-west and north-to-south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some access to the countryside; should the parcel be allocated for development, the existing footpaths would need to be retained. Given the scale of development proposed, opportunities exist to provide open space and recreational facilities.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are a number of small ponds within the parcel (one to the south west, two to the south east, one to the north west and one towards the centre of the parcel) and drains run along the southern boundary.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Event (1968)	N/A
	Surface water	Areas along the north, western and southern boundaries are identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	For the majority of the parcel, ground water has been identified as potentially	

	being contaminated. Should the parcel be allocated for development, further investigation would be required. For the remainder of the parcel, ground water has been identified as not being at risk of contamination.
Informal consultation	
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, areas along the north, western and southern boundaries have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.

Environmental Health and Amenity	
Land contamination	A number of small areas along the north west and southern boundaries have been identified as being at potentially at risk of land contamination. A large area in the north east of the parcel and a smaller area in the south east have been identified as potentially being at risk of ground gas. Should the parcel be allocated for development, further investigation would be required.
Air pollution	The parcel does not fall within an AQMA. Proximity to A217 means that the parcel may be vulnerable to air pollution which may have a negative impact in terms of amenity.
Noise pollution	Proximity to the A217 may give rise to noise pollution.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	Northern part of the site – structures over 90m Southern part of the site – structures over 45m
Informal consultation	
Summary	Development would be subject to aerodrome safeguarding constraints and would need to take into consideration proximity to A217. Further investigation into possible land contamination would be required.

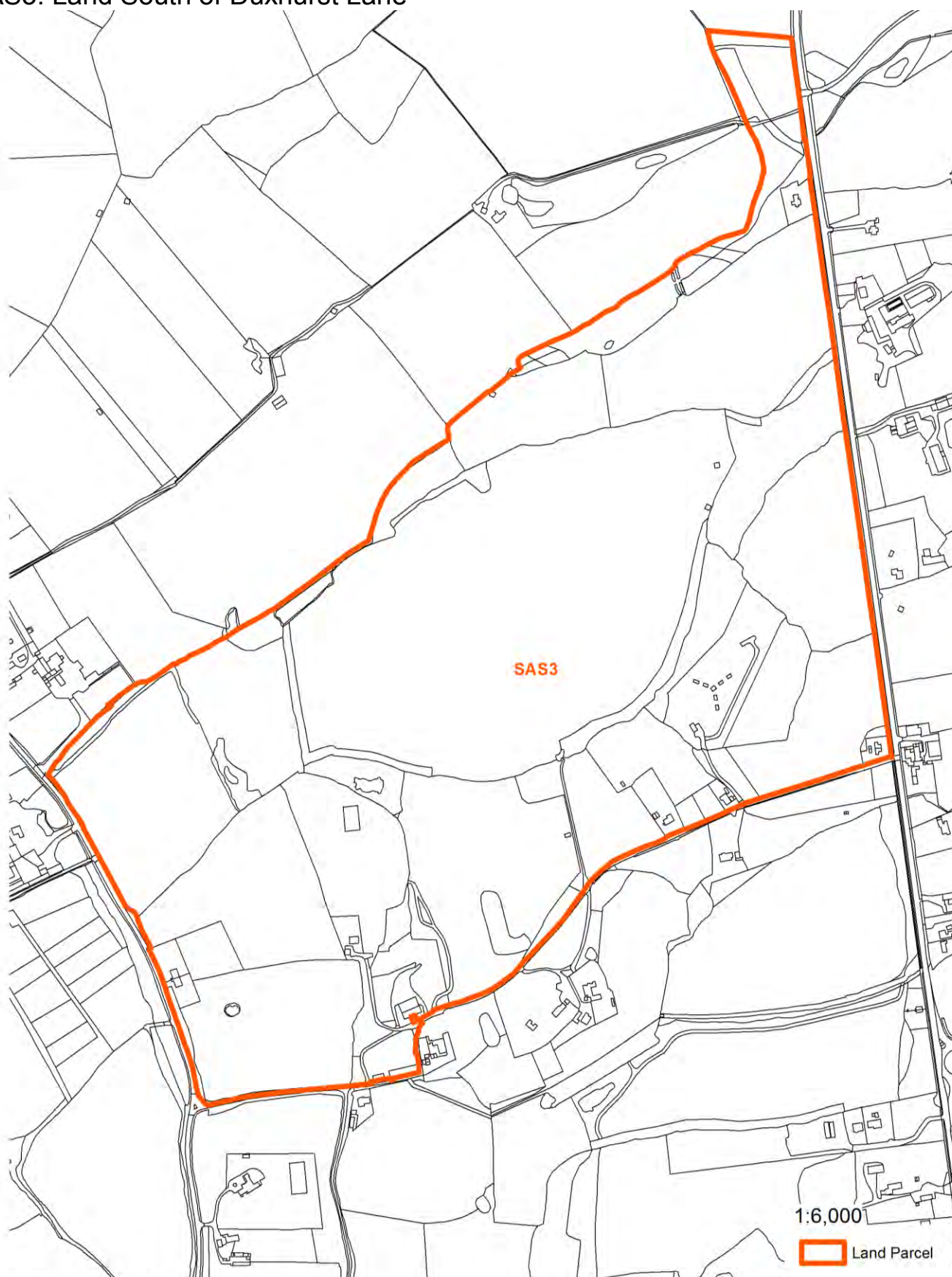
Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 high importance). Checking sprawl: Moderate contribution Settlement separation: Higher contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Reigate	3.6km	Via Ironsbottom and A23
Local Centre	Woodhatch	1.9km	Via A217
Rail Station	Salfords Rail Station	3.4km	Via A217, Lonesome Lane, Lodge Lane, A23, Honeycock Lane and Southern Avenue
Secondary school	Reigate School	2.5km	Via A217, A2044 and Pendleton Road
Primary School	Sandcross School	2.4km	Via A217 and Sandcross Lane
GP	South Park Clinic	2.2km	Via A217 and Prices Lane
Employment area	Salfords Industrial Estate	2.6km	Via A217, Lonesome Lane, Lodge Lane and A23
Bus routes	Bus stop approx. 0.9km to the south of the parcel. Bus route: 433 Bus service operates twice on Monday and Thursday only.		
Parcel access	The parcel is accessed via Ironsbottom and could possibly be accessed via		

	Reigate Road (A217). There are narrow footpaths along both roads.
Relevant strategic infrastructure	A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.
Utilities or servicing shortfalls	The parcel is adjacent to the A217 and therefore there is unlikely to be problems connecting to utilities.
Summary	There is limited access to local services, facilities and public transport and given the scale of development proposed additional facilities would be required. Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.

Availability & Suitability	
Landowners	The majority of the parcel is owned by a single land owner.
Is land being actively promoted for development?	The parcel has previously been promoted for housing development; however, it has not been possible to confirm landowner's intentions.
Is there housebuilder/developer interest?	The landowner has previously indicated that they wish to develop the site themselves. A site of this size would likely attract interest from national developers.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints have been identified. No existing uses need to be relocated/ reprovided.
Summary	The parcel is not currently considered to be available for housing. No legal or ownership constraints have been identified and no existing uses would need to be relocated/ reprovided.

SAS3: Land South of Duxhurst Lane



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PARCEL: SAS3 – Land South of Duxhurst Lane**General**

Total Area	62.0ha
Land Uses	Predominant land use: Agriculture Other land uses: agricultural ancillary, equestrian and residential
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped. The built form is dispersed along the road frontages of Ironsbottom and Duxhurst Lane.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	N/A
Locally Listed Buildings	Within the parcel, there are two locally listed buildings at Duxhurst Farm in the south of the parcel. There are also a number of locally listed buildings within close proximity of the parcel at: <ul style="list-style-type: none"> Lower Duxhurst Farm, approx. 0.03km to the east of the parcel Duxhurst Lane, approx. 0.1km to the south of the parcel Wolvers Home Farm, approx. 0.06km to the north of the parcel
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Kinnersley Manor Area of Archaeological Potential is approx. 0.3km to the north east of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Predominantly medium size fields with irregular field boundaries.
Informal consultation	Heritage Officer: noted the historic field boundaries. Development would need to retain the listed buildings and preserve their setting and would require a parkway principle along Ironsbottom and Reigate Road.
Summary	There are no overriding heritage constraints to development subject to the retention of the listed buildings and preservation of their setting. Development would require a parkway principle along Reigate Road and Ironsbottom.

Landscape

AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF1): low lying and gently undulating. The farmland is of an irregular pattern of medium and occasionally large scale arable fields, there are smaller pastoral fields along the watercourses and paddocks and small holdings associated with farmsteads and settlements. There are well maintained hedgerows and dispersed woodland areas. The settlement pattern is characterised by scattered farmsteads and small groups of houses. There are unconstrained views which are occasionally framed by woodland. The borough landscape assessment suggests that the area has a medium to high sensitivity to change.
Summary	The parcel is within an area of medium to high sensitivity to change. The parcel has many of the characteristics of the parcel including areas of woodland, established hedgerows, medium fields and wide ranging views. Development would need to be mindful of the wide ranging views and seek to retain the existing hedgerows, wooded areas and field pattern.

Biodiversity

SAC	Mole Gap to Reigate Escarpment is approx. 5.8km to the north of the parcel.
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SSSI	N/A
SNCI (existing or proposed)	Crutchfield Copse SNCI is approx. 0.3km to the south of the parcel. Woodlands west of Crutchfield Copse potential SNCI is approx. 0.06km to the south of the parcel. Bush House Copse potential SNCI and Collendean Copse potential SNCI are approx. 0.3km to the east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There is an area of ancient woodland towards the centre of the parcel and an area to the north of the parcel. An area of ancient woodland also adjoins the parcel to the south.
Other Woodland	Intervening areas and belts of established woodland.
BOA	River Mole Floodplain Biodiversity Opportunity Area varies between 0.05-0.3km to the east of the parcel.
TPOs	N/A
Planned biodiversity improvements?	None known.
Summary	Development would need to avoid the area of ancient woodland, should seek to retain the existing trees and be mindful of the nearby SNCIs and BOA.

Access to countryside and recreation

Public Rights of Way	A public right of way runs along the northern tip of the parcel. Public rights of way also adjoin the parcel in the west and south.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some public access to the countryside which should be retained should the parcel be allocated for development. Given the scale of development proposed, opportunities exist to provide open space and recreational facilities.

Flood risk and Water Quality

Rivers, waterways or waterbodies	There are a number of small ponds and drains within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Flood Event (1968)	N/A
	Surface water	Areas along the northern, eastern, western and central areas are identified as being at risk of surface water.
	Reservoir Failure	N/A
Water quality	For part of the parcel, ground water has been identified as potentially being contaminated. Further investigation would be required should the parcel be allocated for development.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, areas along the northern, eastern, western and central areas are identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity

Land contamination	A large area to the south and smaller areas to the southern, western and northern areas have been identified as being potentially at risk from land contamination. Areas along the eastern and southern boundaries have also been identified as being potentially at risk of ground gas. Should the parcel be allocated for development, further investigation would be required.
Air pollution	The parcel does not fall within an AQMA. Proximity to A217 means that the parcel may be vulnerable to air pollution which may have a negative impact in terms of amenity.
Noise pollution	Proximity to the A217 may give rise to noise pollution.
Other amenity issues	None additional to those identified above.

Aerodrome Safeguarding	The south western tip of the parcel – development over 10m The remainder of the parcel – development over 45m
Informal consultation	Environmental Health: the south eastern corner of the parcel falls within a landfill buffer and further investigation including ground gas would be required. On the eastern boundary there is an inert landfill which would require investigation including ground gas investigation.
Summary	Development would be subject to aerodrome safeguarding constraints and would need to take into consideration proximity to A217. Further investigation into land contamination would be required.

Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 high importance) Checking sprawl: Moderate contribution Settlement separation: Higher contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley Town Centre	4.7km	Via A217, A23 and Massetts Road
Local Centre	Woodhatch	2.8km	Via A217
Rail Station	Salfords Rail Station	3.4km	Via A217, Lonesome Lane, Lodge Lane and A23, Honeycrock Lane and Southern Avenue
Secondary school	Reigate School	3.2km	Via A217, A2044 and Pendleton Road
Primary School	Sandcross School	3.3km	Via A217 and Sandcross Lane
GP	South Park Clinic	3.1km	Via A217 and Prices Lane
Employment area	Salfords Industrial Estate	2.7km	Via A217, Lonesome Lane, Lodge Lane and A23
Bus routes	Bus stop adjacent to the southern boundary of the parcel. Bus route: 433 Bus service operates twice on Monday and Thursday only.		
Parcel access	The parcel is accessed via Ironsbottom, Reigate Road, Duxhurst Lane and Crutchfield Lane. Duxhurst Lane and Crutchfield Lane are very narrow country lanes which would not be able to take the scale of development proposed. There are no public footpaths along the roads.		
Relevant strategic infrastructure	A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront. If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.		
Utilities or servicing shortfalls	The parcel is adjacent to the A217 and therefore there is unlikely to be problems connecting to utilities. However, given the limited residential development in the surrounding area, there may be a need to improve capacity.		
Summary	Parcel access is constrained – Duxhurst Lane and Crutchfield Lane are narrow country lanes which would not be able to take the scale of development proposed. Accessibility to local services, facilities and public transport is poor and given the scale of development proposed, additional facilities would be required. Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.		

Availability & Suitability	
Landowners	The majority of the parcel is owned by a single landowner.
Is land being actively promoted for development?	The parcel has previously been promoted for housing development; however, it has not been possible to confirm landowner's intentions.
Is there housebuilder/developer interest?	The landowner has previously indicated that they wish to develop the site themselves. A site of this size would likely attract interest from national/ regional developers.
Legal/ownership	No legal/ ownership constraints have been identified.

constraints or existing uses to be relocated	No existing uses need to be relocated/ reprovided.
Summary	The parcel is not currently considered to be available for housing. No legal or ownership constraints have been identified and no existing uses would need to be relocated/ reprovided.

SAS4: Land at Crutchfield Lane



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PARCEL: SAS4 – Land at Crutchfield Lane

General	
Total Area	60.3ha
Land Uses	Predominant land use: grazing/ agricultural Other land uses: agricultural nursery, waste recycling facility and residential
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped. Predominantly open agricultural fields. The built form is comprised of a number of residential properties along the road frontages of Duxhurst Lane and Dovers Green Road and a waste facility along Reigate Road.
Existing land allocations?	No

Heritage	
Statutory Listed Buildings	Whilst there are no statutory listed buildings within the parcel, there are a number of statutory listed buildings adjoining the parcel along Crutchfield Lane.
Locally Listed Buildings	There are a number of locally listed at Duxhurst Farm in the north west of the parcel and a locally listed building at 3 Duxhurst Lane in the north of the parcel. There are a number of locally listed buildings at Lower Duxhurst Farm, approx. 0.03km to the east of the parcel and at Moat Farm, approx. 0.3km to the east of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Crutchfield Aisled Hall Area of Archaeological Potential is approx. 0.01km to the south of the parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Medium size fields with irregular field boundaries.
Informal consultation	Heritage Officer: commented that this would be a difficult site to develop. A parkway principle would be required; the listed buildings would need to be retained; the setting of the listed buildings would need to be preserved; and noted that the landscape had a fairly historic landscape characteristic.
Summary	Heritage constrains development potential – the Heritage Officer noted the fairly historic landscape characteristics and commented that this would be a difficult site to develop given the need to develop a parkway principle, and retain and protect the setting of the listed buildings.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat although artificially built up around waste recycling facility
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF1): low lying and gently undulating. The farmland is of an irregular pattern of medium and occasionally large scale arable fields, there are smaller pastoral fields along the watercourses and paddocks and small holdings associated with farmsteads and settlements. There are well maintained hedgerows and dispersed woodland areas. The settlement pattern is characterised by scattered farmsteads and small groups of houses. There are unconstrained views which are occasionally framed by woodland. The borough landscape assessment suggests that the area has a medium to

	high sensitivity to change.
Summary	The parcel is within a medium to high sensitivity to change. The parcel is of a mixed character including commercial development to the east but displays many of the characteristics of the landscape character including medium scale fields, well established hedgerows and established trees. Development would need to be mindful of the wide ranging views and seek to retain the existing hedgerows, wooded areas and field pattern.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 6.7km to the north of the parcel.
SSSI	N/A
SNCI (existing or proposed)	Crutchfield Copse SNCI and Wood west of Crutchfield Copse potential SNCI are in the centre of the parcel. An area in the south of the parcel is also within the Woods west of Crutchfield Copse potential SNCI.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There is a large area of ancient woodland in the centre of the parcel and a smaller area in the north east of the parcel. The parcel also adjoins an area of ancient woodland in the north west.
Other Woodland	There are a number of interspersed areas of woodland and a number of established trees on the boundary.
BOA	N/A
TPOs	A number of TPOs to the east of the parcel and adjoining the eastern boundary of the parcel.
Planned biodiversity improvements?	None known.
Summary	Biodiversity constraints severely limit development potential. Should the parcel be allocated for development, development would need to be sensitively designed to ensure protection of (and where possible enhancement of) the existing and proposed SNCIs. Development would need to retain the areas of ancient woodland and TPOs and where possible retain the other established trees.

Access to countryside and recreation	
Public Rights of Way	A public right of way extends from east-to-west across the north of the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some access to the countryside; should the parcel be allocated for development, the existing public right of way would need to be retained. Given the scale of development proposed, opportunities exist to provide open space and recreational facilities.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are a number of drains and small waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Flood Event (1968)	N/A
	Surface water	Areas along the southern boundary, eastern boundary and central areas are identified as being at risk of surface water.
	Reservoir Failure	N/A

Water quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.
Informal consultation	
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zones 2/3, areas along the southern, eastern and central areas are identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.

Environmental Health and Amenity	
Land contamination	Land currently used for the recycling centre and nursery have been identified as being potentially at risk of land contamination. Small areas in the east, north and west have also been identified as being potentially at risk of land contamination. A large area in the north of the parcel of approx. 24ha has been identified as being potentially at risk of ground gas. Should the parcel be allocated for development, further investigation into land contamination would be required.
Air pollution	The parcel does not fall within an AQMA. Proximity to A217 means that the parcel may be vulnerable to air pollution which may have a negative impact in terms of amenity.
Noise pollution	Proximity to the A217 may give rise to noise pollution.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	Northern and eastern areas – development over 45m The majority of the parcel (39ha) – development over 10m
Informal consultation	Environmental Health - the land parcel is of moderate to high concern. Further investigation would be required into the landfill and landfill buffer; potential land stability concerns; recycling centre; and former nursery.
Summary	Environmental health constrains development potential – the parcel is of moderate to high concern and further investigation would be required. Development would be subject to aerodrome safeguarding constraints and should be mindful of the proximity to the A217.

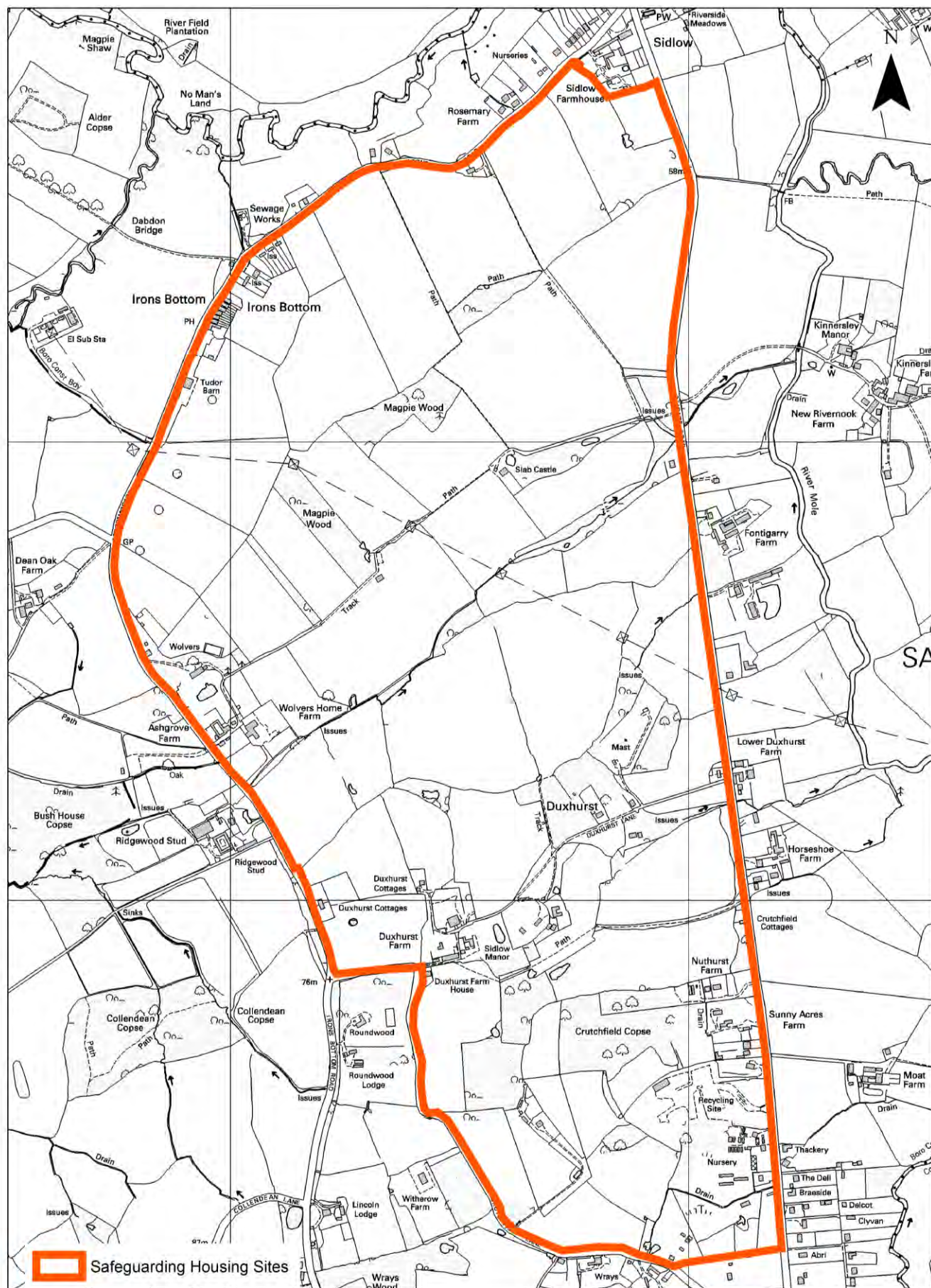
Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 high importance) Checking sprawl: Moderate contribution Settlement separation: Higher contribution Safeguarding countryside: Moderate contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley Town Centre	3.3km	Via A217, A23 and Massetts Road
Local Centre	Horley Brighton Road	3.5km	Via A217 and A23
Rail Station	Horley Rail Station	2.4km	Via A217, A23, Massetts Road, Russells Crescent and Victoria Road
Secondary school	The Oakwood School	4.0km	Via A217, A23, High Street and B2036
Primary School	Meath Green Infant School	4.6km	Via A217, Mill Lane, Lee Street, Horley Row, Bakehouse Road and Kiln Lane
GP	Clerklands Surgery	3.2km	Via A217, A23 and Vicarage Lane
Employment area	Salfords Industrial Estate	4.7km	Via A217, Mill Lane, Lee Street, Horley Row and A23

Bus routes	<p>Bus stop adjacent to the southern boundary of the parcel.</p> <p>Bus route: 433</p> <p>Bus service operates twice on Monday and Thursday only.</p>
Parcel access	<p>The parcel is accessed via Duxhurst Lane, Crutchfield Lane, Ironsbottom and Reigate Road. Duxhurst Lane and Crutchfield Lane are very narrow country lanes which would not be able to take the scale of development proposed.</p> <p>There are no public footpaths along the roads.</p>
Relevant strategic infrastructure	<p>A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront.</p> <p>If the parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.</p>
Utilities or servicing shortfalls	<p>The parcel is adjacent to the A217 and therefore there is unlikely to be problems connecting to utilities. However, given the limited residential development in the surrounding area, there may be a need to improve capacity.</p>
Summary	<p>Parcel access is constrained – Duxhurst Lane and Crutchfield Lane are narrow country lanes which would not be able to take the scale of development proposed.</p> <p>Accessibility to local services, facilities and public transport is also poor and given the scale of development proposed, additional facilities would be required.</p> <p>Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.</p>

Availability & Suitability	
Landowners	<p>The parcel is owned by a number of landowners.</p> <p>Two of the landowners are known.</p>
Is land being actively promoted for development?	<p>A small area of the parcel has been actively promoted for housing development and another area has previously been promoted. The remainder of the parcel has not been promoted for housing development.</p>
Is there housebuilder/developer interest?	<p>There is not known to be any specific developer interest.</p> <p>Navitas Projects have an option agreement to develop a solar farm on part land to the south west of the parcel.</p> <p>A site of this size would likely attract interest from regional/ national developers.</p>
Legal/ownership constraints or existing uses to be relocated	<p>There are no known legal constraints to development.</p> <p>It is understood that Navitas Projects have an option agreement to develop a solar farm on part of the parcel.</p> <p>Existing agricultural, agricultural nursery, waste recycling and residential facilities may need to be reprovided.</p>
Summary	<p>The parcel is not considered to be available for development as the majority of the parcel has not been promoted for housing development.</p> <p>Whilst there are no known legal constraints to development, Navitas Projects have an option agreement to develop a solar farm on part of the parcel. The existing agricultural, agricultural nursery, waste recycling and residential facilities may need to be reprovided.</p>

SAS5: Duxhurst



LAND PARCEL: SAS5 Duxhurst**General**

Total Area	236.6ha
Land Uses	Predominant land use: Agriculture/ grazing Other land uses: Agricultural nursery, equestrian, waste recycling facility, residential
Ward	Salfords & Sidlow
Previously Developed Land?	Undeveloped. The built form is dispersed along the road frontages of Ironsbottom, Dovers Green Road, Reigate Road and Duxhurst Lane.
Existing land allocations?	No

Heritage

Statutory Listed Buildings	There are no statutory listed buildings within the parcel. There are however a number of statutory listed buildings at The Wrays and Crutchfield Farm approx. 0.03km to the south of the parcel.
Locally Listed Buildings	There are a number of locally listed buildings within the parcel. In the west of the parcel: <ul style="list-style-type: none"> • Field Shelter north of Magpie Woods • Wolvers Farm and buildings at Wolvers Farm In the centre of the parcel: <ul style="list-style-type: none"> • Duxhurst Farm and buildings at Duxhurst Farm In the east of the parcel: <ul style="list-style-type: none"> • Milestead opposite the Homestead • Milestone south of the Rectory There are also a number of locally listed buildings adjacent to the parcel. Adjacent to the east of the parcel at Lower Duxhurst Farm. Adjacent to the north east of the parcel: <ul style="list-style-type: none"> • Sidlow Farm • The Old Rectory • Emmanuel Church Adjacent to the north of the parcel: <ul style="list-style-type: none"> • Mole Cottage • Hope Cottage • Barn to the west of Hope Cottage
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Kinnersley Manor Area of Archaeological Potential is approx. 0.3km to the east of the land parcel. Crutchfield Aisled Hall Area of Archaeological Potential is approx. 0.01km to the south of the land parcel.
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Mixed. The north of the parcel is predominantly medium size fields of regular pattern. The south of the parcel is predominantly medium size fields with irregular field boundaries.
Informal consultation	Heritage officer: A parkway principle would be needed along the main roads; the listed buildings would need to be retained and their settings preserved; and the southern part of the parcel has a fairly historic landscape classification. Noted that the south of the parcel in particular would be difficult to develop.
Summary	Heritage constrains development potential – the field pattern, particularly in the south, is of notable importance and there are a number of listed buildings within the parcel.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat although artificially built up around waste recycling facility.
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF1): low lying and gently undulating. The farmland is of an irregular pattern of medium and occasionally large scale arable fields, there are smaller pastoral fields along the watercourses and paddocks and small holdings associated with farmsteads and settlements. There are well maintained hedgerows and dispersed woodland areas. The settlement pattern is characterised by scattered farmsteads and small groups of houses. There are unconstrained views which are occasionally framed by woodland. The borough landscape assessment suggests that the area has a medium to high sensitivity to change.
Summary	The parcel is within an area of medium to high sensitivity to change. It is a relatively flat parcel which is actively used for agriculture. The parcel has many of the characteristics of the landscape character including well maintained hedgerows, scattered farmsteads, dispersed woodland areas and long ranging views. Development would need to be mindful of the wide ranging views and seek to retain the existing hedgerows, wooded areas and field pattern.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 5.2km to the north of the land parcel.
SSSI	N/A
SNCI (existing or proposed)	Crutchfield Copse SNCI and Woods west of Crutchfield Copse potential SNCI are in the south of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	There are a number of areas of ancient woodland within the parcel: there are three small areas of ancient woodland in the east of the parcel; a small area in the centre; and a larger area at Crutchfield Copse in the south of the parcel. An area of ancient woodland also adjoins the parcel in the south west (Round Wood).
Other Woodland	There are a number of areas of woodland, established trees and hedgerows.
BOA	The River Mole Floodplain Biodiversity Opportunity Area runs parallel with the northern, western and eastern boundaries of the parcel. It is approx. 0.1km to the north of the parcel, 0.3km to the west of the parcel and 0.05km to the east of the parcel.
TPOs	There are a number of TPOs in the east of the parcel. A number of TPOs also adjoin the eastern and north eastern boundaries of the parcel.
Planned biodiversity improvements?	None known.
Summary	There are no overriding biodiversity constraints to development – development would however need to avoid areas of ancient woodland, TPOs and SNCI.

Access to countryside and recreation	
Public Rights of Way	In the northern part of the parcel, there are a number of public rights of way running north-to-south and east-to-west.

Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	Salfords & Sidlow: focus should be on increasing provision in all typologies.
Summary	The parcel currently offers some, limited, access to the countryside. Should the parcel be allocated for development, the existing public rights of way would need to be retained. Given the scale of development proposed, opportunities exist to provide open space and recreational facilities.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are a number of drains and small waterbodies within the parcel.	
Flood Risk	FZ2	N/A
	FZ3	N/A
	Historic Flood Event (1968)	N/A
	Surface water	Areas along the north, eastern, western and southern boundaries and central areas have been identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water quality	For parts of the parcel, groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : no land falls within Flood Zones 2/3. Areas along the north, western, eastern and southern boundaries and central areas have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	Areas within the parcel have been identified as being potentially at risk of land contamination and being potentially at risk of ground gas. Should the parcel be allocated for development, further investigation would be required.
Air pollution	The parcel does not fall within an AQMA. Proximity to the A217 means that the parcel may be vulnerable to air pollution which may have a negative impact in terms of amenity.
Noise pollution	Proximity to the A217 may give rise to noise pollution.
Other amenity issues	None additional to those identified above.
Aerodrome Safeguarding	North: development over 90m Central areas: development over 45m Southern areas: development over 10m.
Informal consultation	Environmental Health Officer: Parts of the parcel fall within a landfill buffer and further investigation including ground gas would be required. There is an inert landfill on the eastern boundary which will require further investigation including ground gas investigation. The southern part of the parcel has moderate to high concern: further investigation would be required into the landfill and landfill buffer; potential land stability concerns; recycling centre; and former nursery.
Summary	Further investigation into possible land contamination will be required.

Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 low importance – 15 high importance) Checking sprawl: moderate importance Settlement separation: high importance

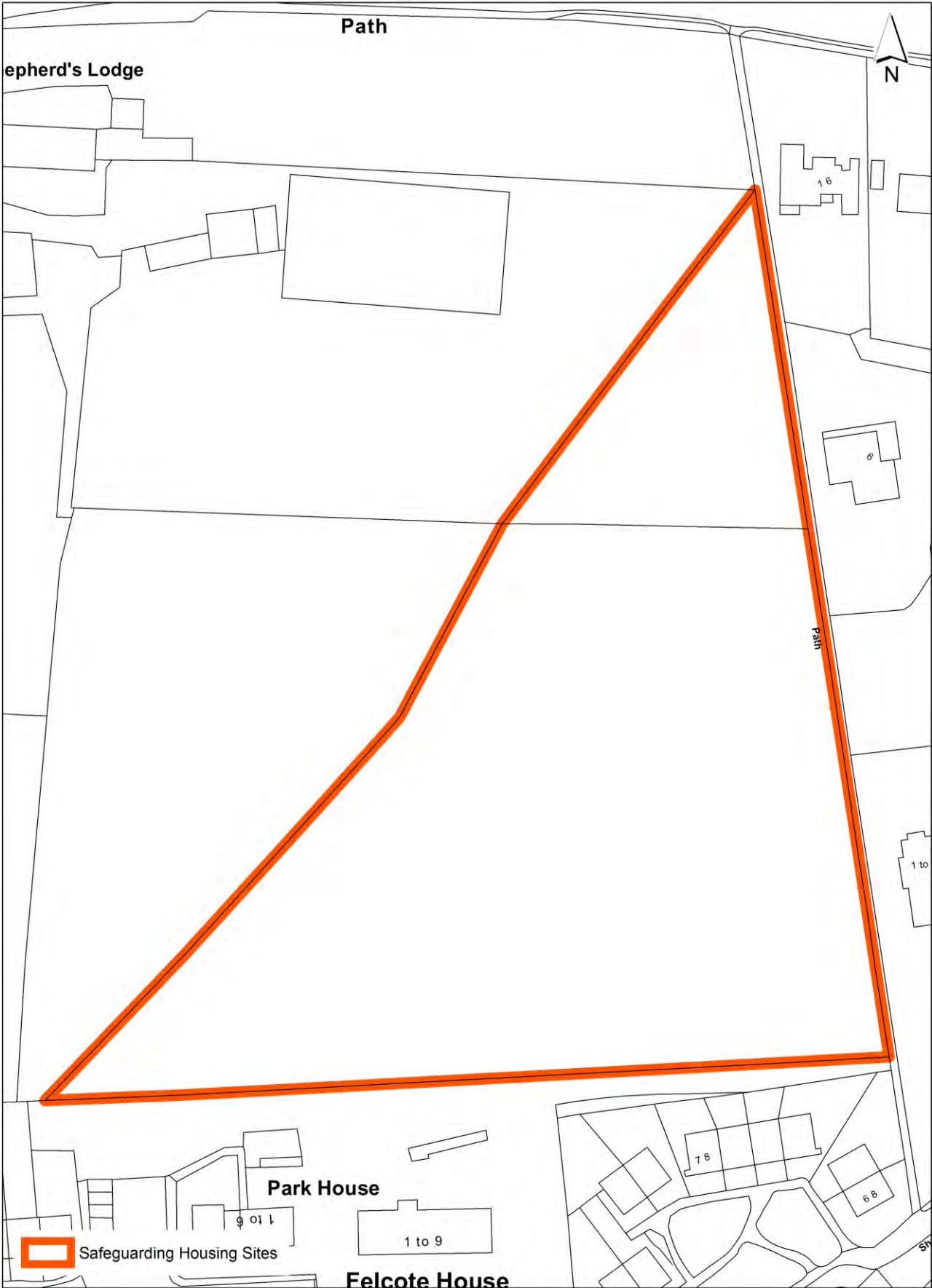
	<p>Safeguarding countryside: moderate importance</p> <p>Setting of historic towns: low importance</p> <p>To assist in urban regeneration: low importance</p>
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Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Horley Town Centre	3.3km	Via A217, A23 and Massetts Road
Local Centre	Horley Brighton Road	3.5km	Via A217 and A23
Rail Station	Horley Rail Station	2.4km	Via A217, A23, Massetts Road, Russells Crescent and Victoria Road
Secondary school	The Oakwood School	4.0km	Via A217, A23, High Street and B2036
Primary School	Meath Green Infant School	4.6km	Via A217, Mill Lane, Lee Street, Horley Row, Bakehouse Road and Kiln Lane
GP	Clerklands Surgery	3.2km	Via A217, A23 and Vicarage Lane
Employment area	Salfords Industrial Estate	2.6km	Via A217, Lonesome Lane, Lodge Lane and A23
Bus routes	<p>There is a bus stop to the south of the parcel.</p> <p>Bus route: 433</p> <p>Bus service operates twice on Monday and Thursday only.</p>		
Parcel access	<p>The parcel is accessed via Ironsbottom, Duxhurst Lane, Crutchfield Lane and Reigate Road/ Dovers Green Road.</p> <p>Ironsbottom, Crutchfield and Duxhurst Lanes are narrow country lanes which would not be able to take the scale of development proposed.</p> <p>Whilst the A217 is a main arterial route, given the scale of development proposed and the proximity to the Horley North West Sector (with a planned additional 1,500 homes), further investigation would be required.</p> <p>There are no public footpaths along the roads.</p>		
Relevant strategic infrastructure	<p>A development of the scale proposed would have a significant impact on infrastructure; there would be a need to provide education and health facilities. Transport improvements would likely be required upfront.</p> <p>If the land parcel were to be allocated for development, further investigation into specific infrastructure requirements would be required.</p>		
Utilities or servicing shortfalls	<p>The land parcel is adjacent to the A217 and therefore there is unlikely to be problems connecting to utilities. However, given the limited residential development in the surrounding area, there may be a need to improve capacity.</p>		
Summary	<p>Land parcel access is constrained and further investigation would be required. Accessibility to local services, facilities and public transport is also poor and given the scale of development proposed, additional facilities would be required. Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.</p>		

Availability & Suitability	
Landowners	The majority of the parcel is owned by a single landowner.
Is land being actively promoted for development?	The majority of the parcel is owned by a single landowner who has previously actively promoted the parcel for housing and a small area in the south (owned by another landowner) has been actively promoted. The remainder of the parcel has not been promoted for housing development.
Is there housebuilder/developer interest?	There is not known to be any specific developer interest. A site of this size would likely attract interest from a national developer.
Legal/ownership constraints or existing	<p>There are no known legal constraints to development.</p> <p>It is understood that Navitas Projects have an option agreement to develop a</p>

uses to be relocated	solar farm on a small part of the southern part of the parcel. Existing agricultural, agricultural nursery and waste recycling facilities may need to be reprovided.
Summary	The parcel is considered to be available for housing development as the majority of the parcel has been previously promoted for housing development. Whilst there are no known legal constraints to development, Navitas Projects have an option agreement to develop a solar farm on part of the land parcel. The existing agricultural, agricultural nursery and waste recycling facilities may need to be reprovided.

SPW09: Land at Shepherd's Lodge Farm



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PARCEL: SPW09 - Land at Shepherd's Lodge Farm

General	
Total Area	1.3ha
Land Uses	Semi-natural open space/ grazing
Ward	South Park and Woodhatch
Previously Developed Land?	Undeveloped.
Existing land allocations?	None

Heritage	
Statutory Listed Buildings	N/A
Locally Listed Buildings	The Chantry approx. 0.1km to the south east of the parcel and Gomers Cottage approx. 0.1km to the south west of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Area of Archaeological Importance approx. 0.9km to the north east of the parcel.
Historic Park/Garden	The parcel adjoins Priory Park.
Other	N/A
Historic landscape classification	Small regular fields with straight boundaries (parliamentary enclosure type)
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	Whilst there are no overriding heritage constraints to development, the parcel adjoins Priory Park Historic Park and Garden, development would need to be sensitively designed to protect the setting of the historic park.

Landscape	
AONB	N/A
AGLV	AGLV boundary is approx. 0.3km to the west of the parcel.
AONB recommended additional area	No, although the AGLV has been identified for potential inclusion in the AONB (as part of review submission to Natural England).
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Significant change in levels.
Active agricultural use?	Not apparent.
Agricultural Grade	Part Grade 3, part non-agricultural.
Landscape character	Wooded Greensand Hills (GW11): undulating hills, rises to high points at Reigate Park with lower lying ground facing south to low weald, prominent wooded hillsides forming setting to Reigate and visible from low weald, areas of small-medium scale fields, panoramic views over surrounding landscape are possible, minor roads cross area including deeply sunken lands and less enclosed rural roads on gentler topography. The borough-wide landscape assessment notes that the area exhibits qualities of integrated heath and common land and is of high landscape sensitivity.
Informal consultation	
Summary	Landscape constrains development potential. The parcel is within an area of high sensitivity to change, within close proximity to the AGLV (and recommended AONB) and is in front of the wooded hillside which forms part of the setting of Reigate. Due to the steepness of the parcel, consideration would need to be given to long-range views.

Biodiversity	
SAC	Mole Valley to Reigate Escarpment Special Area of Conservation is approx. 2.5km to the north of the parcel.
SSSI	Reigate Heath is approx. 1.1km to the north west of the parcel.
SNCI (existing or proposed)	The parcel adjoins proposed Priory Park SNCI.
LNR (existing or proposed)	Reigate Heath Local Nature Reserve is approx. 1.3km to the north west of the parcel and Earlswood Common approx. 1.2km to the south east of the parcel.
RIGS	Lavender's Sandpit/ Cockshot Hill Sandpit is approx. 430m to the east of the parcel.
Ancient Woodland	There is an area of ancient woodland approx. 0.5km to the north of the parcel.
Other Woodland	There is no substantial woodland within the parcel. There is dense woodland (Priory Park) to the north of the parcel (approx. 0.03km).
BOA	Reigate Heath Biodiversity Opportunity Area is approx. 0.03km to the north of the parcel.

TPOs	Group TPO in the north east of the parcel.
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	The relationship between any proposed development and nearby woodland, the proposed SNCI and Biodiversity Opportunity Area would need to be considered carefully.

Access to countryside and recreation	
Public Rights of Way	There is a public footpath along the eastern edge of the parcel and a public footpath which runs approx. 0.03km to the north of the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	South Park and Woodhatch: focus on maintaining quality of existing open spaces and amenity green space.
Informal consultation	
Summary	Whilst the parcel currently offers no access to the countryside or recreational opportunities, there are a number of public footpaths either adjoining the parcel or within close proximity. Should the parcel be allocated for development, accessibility to these footpaths would need to be retained/ enhanced.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no rivers, waterways or waterbodies on the site.	
Flood Risk	Flood Zone 2	N/A
	Flood Zone 3	N/A
	Historic Flood Event (1968)	N/A
	Surface Water	Small areas to the south east.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk</u> : whilst no land falls within Flood Zone 2/3, small areas in the south east have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	None known
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes (structures over 90m)
Informal consultation	Environmental Health Officer: no overriding environmental health constraints to development.
Summary	There are no overriding environmental health constraints to development. Development would be subject to aerodrome safeguarding constraints.

Green Belt	
Findings of Green Belt Review	Overall contribution: 8 (1 lowest – 15 highest) Checking sprawl: lower contribution Settlement separation: lower contribution Safeguarding countryside: higher contribution Setting of historic towns: moderate contribution To assist regeneration: lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Reigate	1.4km	Via Park Lane East and A217.
Local Centre	Woodhatch	1.5km	Via Sandcross Lane/ Prices Lane
Rail Station	Reigate	2.4km	Via Park Lane East and A217
Secondary school	Reigate School	2.0km	Via Sandcross Lane/ Prices Lane/ Pendleton

			Road
Primary School	Sandcross School	0.4m	Via Park Lane East/ Sandcross Lane
GP	South Park Practice	1.3km	Via Sandcross Lane/ Prices Lane
Employment area	Reigate Town Centre	2.2km	Via Park Lane East and A217
Bus routes	There is a bus stop to the south of the parcel (approx. 0.04km). Bus routes 430/435 offer a regular local service (1 bus approx. every half hour).		
Parcel access	The only realistic access is from Park Lane East. To the west, Park Lane is largely a single track with limited visibility. To the north east, Seale Hill is a private road and is unlikely to offer suitable access for mid-large scale residential development.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Evidence Paper noted the need for two additional forms of primary school provision and one form of secondary school provision over the plan period within Redhill/ Reigate area. The Regulation 18 Development Management Plan Health Needs Evidence Paper identified the need for at least an additional FTE GP over the plan period, noting that the existing accessibility of GP provision within south west Reigate is poor, covered by only one surgery catchment which is operating close to the theoretical benchmark. These needs have been identified in order to address the existing demand from urban area and proposed sustainable urban extensions, should the parcel be allocated for development specific infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	There are unlikely to be problems connecting the site to utilities given that the site adjoins the existing residential area, however, capacity improvements may be required.		
Summary	The parcel benefits from relatively good access to local services, facilities and public transport. Access to the parcel is however constrained. Given the proximity to the existing urban area there are unlikely to be problems connecting to utilities, however, capacity improvements may be required. Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.		

Availability & Suitability	
Landowners	Landownership details are known.
Is land being actively promoted for development?	The landowners have actively promoted the site for housing development.
Is there housebuilder/developer interest?	There is no known housebuilder/ developer interest. A site of this size would likely attract interest from a local developer.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints to development have been identified. No existing uses would need to be relocated.
Summary	The parcel is considered to be available for development. No legal/ ownership constraints to development have been identified and no existing uses would need to be relocated.

SPW15: Land North of Slipshatch Road, Reigate



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1:2,022

PARCEL: SPW15 - Land North of Slipshatch Road, Reigate

General	
Total Area	14.0ha
Land Uses	Agriculture.
Ward	South Park and Woodhatch
Previously Developed Land?	Undeveloped.
Existing land allocations?	N/A

Heritage	
Statutory Listed Buildings	There are a number of statutory listed buildings at Clayhall Farm, approx. 0.2km to the north of the parcel.
Locally Listed Buildings	N/A
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Hartwood Medieval Manor Area of Archaeological Potential is approx. 0.9km to the south east of the parcel. Late Bronze Age Bronze Hoard Area of Archaeological Potential is approx. 0.9km to the north east of the parcel.
Historic Park/Garden	Priory Park is approx. 0.8km to the north of the parcel.
Other	None identified.
Historic landscape classification	Large irregular assarts with wavy or mixed boundaries.
Informal consultation	Heritage Officer: a parkway principle would need to be provided along Slipshatch Road and Clayhall Lane.
Summary	There are no overriding heritage constraints to development, subject to the provision of a parkway principle.

Landscape	
AONB	N/A
AGLV	There is AGLV approx. 0.3km to the north west of the parcel.
AONB recommended additional area	No, although the AGLV has been identified for potential inclusion in the AONB (as part of review submission to Natural England).
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Generally flat.
Active agricultural use?	Yes
Agricultural Grade	Grade 3
Landscape character	Low Weald Farmland (WF2): low lying, gently undulating landscape. Predominantly medium to large scale arable fields with well-maintained hedges. There are fairly unconstrained views, occasionally framed by woodland, across the character area. Rural lanes cross much of the area and residential development is constrained to ribbon development along Lonesome Lane and low density houses at Saxley Hill. The borough-wide landscape assessment suggests that the landscape exhibits qualities of an integrated heath and common landscape which is either environmentally designated or of high landscape sensitivity.
Informal consultation	
Summary	The parcel is within an area of high landscape sensitivity and the parcel displays many of the characteristics of the area including medium to large scale fields with well-maintained hedges. Development would need to be sensitively designed given the proximity to the AGLV and would need to be mindful of long-range views.

Biodiversity	
SAC	The Mole Valley to Reigate Escarpment is approx. 3.6km to the north of the parcel.
SSSI	Reigate Heath SSSI is approx. 1.42km to the north west of the parcel.
SNCI (existing or proposed)	Slipshatch Wood SNCI is approx. 0.1km to the south of the parcel.
LNR (existing or proposed)	Reigate Heath Local Nature Reserve is approx. 1.4km to the north west of the parcel.
RIGS	Park Lane RIGS is approx. 1.0km to the north of the parcel. Lavender's Sandpit/ Cockshot Hill Sandpit is approx. 1km to the north east of the parcel.
Ancient Woodland	Slipshatch Wood is approx. 0.2km to the south of the parcel.

Other Woodland	N/A
BOA	The River Mole (and tributaries) Biodiversity Opportunity Area is adjacent to the east of the parcel.
TPOs	N/A
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	Development would need to relate sensitively to the adjoining Biodiversity Opportunity Area.

Access to countryside and recreation	
Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	South Park and Woodhatch: focus on maintaining quality of existing open spaces and amenity green space.
Informal consultation	
Summary	The parcel currently offers no access to the countryside or recreational facilities.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	There are no rivers, waterways or waterbodies within the parcel. A number of the River Mole's tributaries (including the Wallace Brook) lie within close proximity to the northern and western boundaries of the parcel.	
Flood Risk	Flood Zone 2	Area of land adjoining the western boundary of the parcel.
	Flood Zone 3	Area of land adjoining the western boundary of the parcel.
	Historic Flood Zone	N/A
	Surface Water	Areas along the north and western boundaries have been identified as being potentially at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	Flood risk: areas adjoining the western boundary of the parcel fall within Flood Zones 2 and 3 and areas along the north and western boundaries have been identified as being at risk of surface water flooding. <u>Water quality</u> : further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	A small area (approx. 0.05ha) in the east of the parcel has been identified as potentially being at risk of land contamination. Should the parcel be allocated for development, further investigation would be required.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes (structures over 90m)
Informal consultation	Environmental Health Officer: no overriding constraints to development. Given the date of infill of the pond in the east of the parcel, some further investigation would be required.
Summary	There are no overriding environmental health constraints to development. Development would be subject to aerodrome safeguarding and further investigation into potential land contamination would be required.

Green Belt	
Findings of Green Belt Review	Overall contribution: 10 (1 lowest contribution – 15 highest contribution) Checking sprawl: Higher contribution Settlement separation: Moderate contribution Safeguarding countryside: Higher contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility			
	Name	Distance	Commentary

Town Centre	Reigate	2.6km	via Slipshatch Road, Prices Lane and A217
Local Centre	Woodhatch	1.3km	via Slipshatch Road and Prices Lane
Rail Station	Reigate	4.0km	Via Slipshatch Road, Prices Lane and A217
Secondary school	Reigate School	1.8km	Via Slipshatch Road, Prices Lane and Pendleton Road
Primary School	Sandcross	0.6km	Via Slipshatch Road, Whitehall Lane
GP	South Park Practice	1.0km	Via Slipshatch Road, Prices Lane
Employment area	Reigate	3.6km	Via Slipshatch Road, Prices Lane and A217
Bus routes	Bus stop at Sandcross Lane/ Prices Lane junction, approx. 0.8km to the east of the parcel. Bus routes 430/435. Regular services approx. 1 bus every half an hour.		
Parcel access	Access could be obtained via either Whitehall Lane or Slipshatch Road. Whitehall Lane is narrow single track lane. There are no footpaths on either road.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Evidence Paper noted the need for two additional forms of primary school provision and one form of secondary school provision over the plan period within Redhill/ Reigate area. The Regulation 18 Development Management Plan Health Needs Evidence Paper identified the need for at least an additional FTE GP over the plan period, noting that the existing accessibility of GP provision within south west Reigate is poor, covered by only one surgery catchment which is operating close to the theoretical benchmark. These needs have been identified in order to address the existing demand from urban area and proposed sustainable urban extensions, should the parcel be allocated for development specific infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	Local improvements may be required given the distance of the parcel from existing settlement. SESW have indicated that local reinforcements may be required along Sandcross Lane and Prices lane. Significant residual capacity in the trunk main: no need for strategic improvements.		
Summary	Parcel accessibility severely constrains development potential. Given the relevant distance from the existing urban area there may be problems connecting to utilities. Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.		

Availability & Suitability	
Landowners	Landownership is known.
Is land being actively promoted for development?	The landowners have actively promoted the site for development.
Is there housebuilder/developer interest?	There is no known housebuilder/ developer interest is known. A site of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints to development have been identified. No existing uses would need to be relocated.
Summary	The parcel is available for development. No legal/ ownership constraints to development have been identified and no existing uses would need to be relocated.

SPW16: ASD on the Green, Reigate



PARCEL: SPW16 – ASD on the Green, Reigate

General	
Total Area	1.9ha
Land Uses	Agriculture
Ward	South Park and Woodhatch
Previously Developed Land?	Undeveloped.
Existing land allocations?	N/A

Heritage	
Statutory Listed Buildings	N/A
Locally Listed Buildings	N/A
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	N/A
Historic Park/Garden	N/A
Other	N/A
Historic landscape classification	Medium sized fields with regular boundaries.
Informal consultation	Heritage Officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	N/A
Topography	Relatively flat
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF2): low lying, gently undulating landscape. Predominantly medium to large scale arable fields with well-maintained hedges. There are fairly unconstrained views, occasionally framed by woodland, across the character area. Rural lanes cross much of the area and residential development is constrained to ribbon development along Lonesome Lane and low density houses at Saxley Hill. The borough-wide landscape assessment suggests that the landscape exhibits qualities of an integrated heath and common landscape which is either environmentally designated or of high landscape sensitivity.
Informal consultation	
Summary	The parcel is within an area of high sensitivity and displays many of the landscape characteristics and displays some of the landscape characteristics such as being part of a medium to large scale field with a woodland boundary to the south. Any development would need to be mindful of long-range views.

Biodiversity	
SAC	Mole Gap to Reigate Escarpment is approx. 4.1km to the north of the parcel.
SSSI	N/A
SNCI (existing or proposed)	The entirety of the parcel falls within the New Pond Farm/ Felland Copse SNCI.
LNR (existing or proposed)	N/A
RIGS	N/A
Ancient Woodland	N/A
Other Woodland	There are a number of established trees on the southern and eastern edges of the parcel.
BOA	The entirety of the parcel is within the Earlswood and Redhill Commons Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	None known.

Informal consultation	
Summary	Biodiversity constraints limit development potential – the entirety of the parcel is within the New Pond Farm/ Felland Copse SNCI and the Earlswood and Redhill Commons Biodiversity Opportunity Area.

Access to countryside and recreation	
Public Rights of Way	N/A
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	South Park and Woodhatch: focus on maintaining quality of existing open spaces and amenity green space.
Informal consultation	
Summary	The parcel currently offers no access to the countryside/ recreation.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	The Earlswood Brook runs along the southern boundary of the parcel.	
Flood Risk	Flood Zone 2	A small area to the south of the parcel.
	Flood Zone 3	A small area to the south of the parcel.
	Historic Flood Zone	N/A
	Surface Water	Areas to the south and west of the parcel are identified as being at risk of surface water flooding.
	Reservoir Failure	N/A
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<p><u>Flood risk</u>: the Earlswood Brook extends along the southern boundary of the parcel and areas adjoining fall within Flood Zones 2 and 3. Areas to the south and west of the parcel are identified as being at risk of surface water flooding.</p> <p><u>Water quality</u>: further investigation would be required should the parcel be allocated for development.</p>	

Environmental Health and Amenity	
Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes – development over 90m
Informal consultation	Environmental Health Officer: no overriding environmental health constraints to development. Further investigation would be required into the land associated with the former sewerage farm.
Summary	There are no overriding heritage constraints to development. Development would be subject to aerodrome safeguarding constraints and further investigation would be required into land associated with the former sewerage farm.

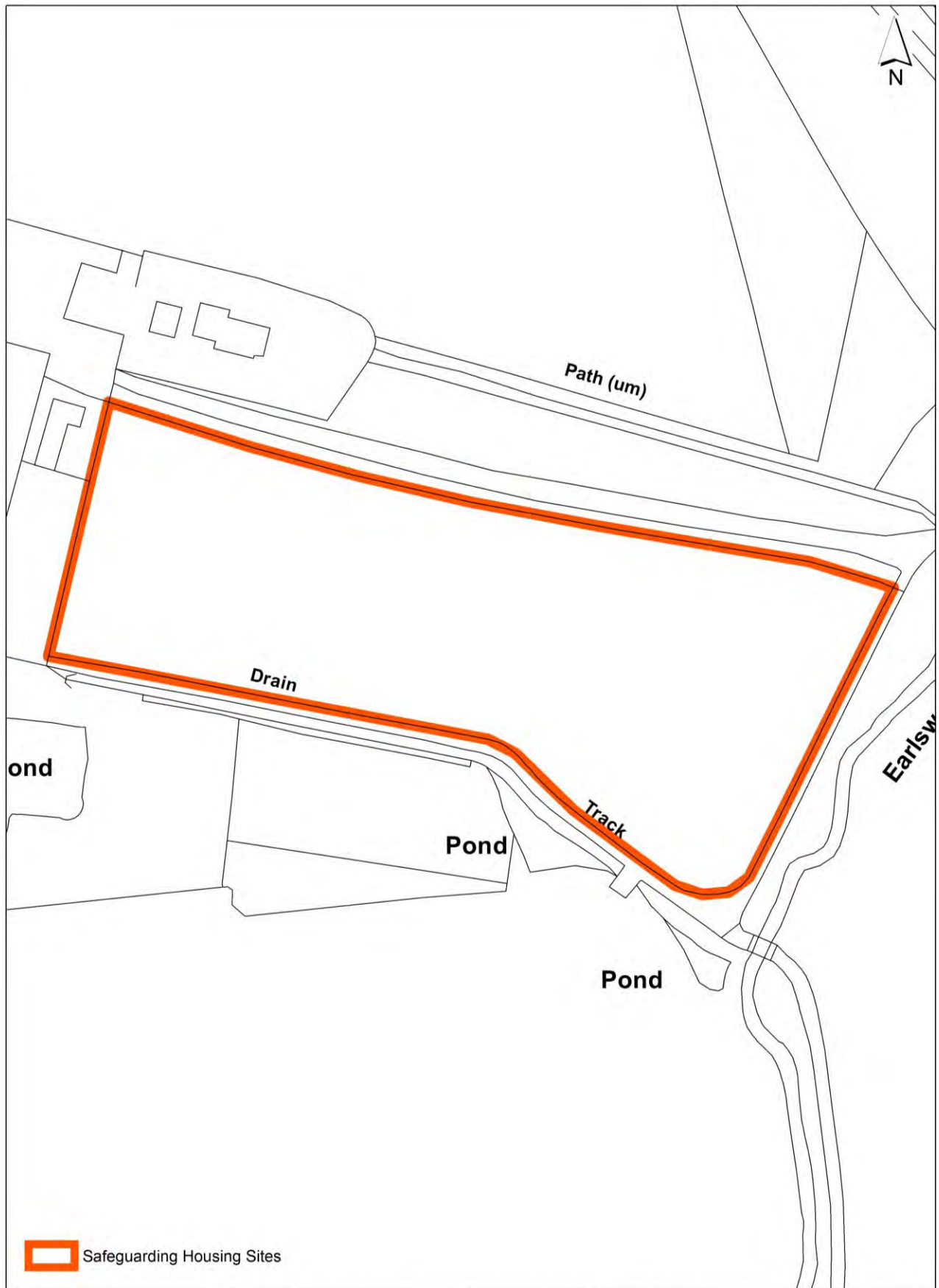
Green Belt	
Findings of Green Belt Review	<p>Overall contribution: 11 (1 low importance – 15 high importance)</p> <p>Checking sprawl: High contribution</p> <p>Settlement separation: High contribution</p> <p>Safeguarding countryside: High contribution</p> <p>Setting of historic towns: Low contribution</p> <p>To assist regeneration: Low contribution</p>

Infrastructure and accessibility			
	Name	Distance	Commentary
Town Centre	Reigate	2.5km	Via Lonesome Lane and A217
Local Centre	Woodhatch	1.2km	Via Lonesome Lane and A217
Rail Station	Reigate	3.8km	Via Lonesome Lane, A217 and Holmesdale Road
Secondary school	Reigate School	1.5km	Via Lonesome Lane, A217, A2044 and Pendleton Road
Primary School	Sandcross	1.9km	Via Lonesome Lane, A217 and Sandcross Lane
GP	South Park	1.5km	Via Lonesome Lane, A217 and Prices Lane

	Clinic		
Employment area	Reigate Town Centre	3.2km	Via Lonesome Lane and A217
Bus routes	Bus stop approx. 0.8km to the east of the parcel. Bus routes: 424 and 433 Regular services: 1 bus every 30mins		
Parcel access	There is a narrow access via Lonesome Lane. There are no footpaths along Lonesome Lane. Should the parcel be allocated for development access improvements would be required.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Evidence Paper noted the need for two additional forms of primary school provision and one form of secondary school provision over the plan period within Redhill/ Reigate area. The Regulation 18 Development Management Plan Health Needs Evidence Paper identified the need for at least an additional FTE GP over the plan period, noting that the existing accessibility of GP provision within south west Reigate is poor, covered by only one surgery catchment which is operating close to the theoretical benchmark. These needs have been identified in order to address the existing demand from urban area and proposed sustainable urban extensions, should the parcel be allocated for development specific infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	Local improvements may be required given the distance of the parcel from existing settlement. Further investigation would be required should the parcel be allocated for development.		
Summary	Parcel accessibility constrains development potential. Given the relevant distance from the existing urban area there may be problems connecting to utilities. Should the parcel be allocated for development, further investigation into access, utilities and infrastructure would be required.		

Availability & Suitability	
Landowners	The parcel is owned by one land owner. Land ownership details are known.
Is land being actively promoted for development?	The parcel has been actively promoted for development.
Is there housebuilder/developer interest?	There is not known to be any housebuilder or developer interest. A site of this size would likely attract interest from local/ regional developers.
Legal/ownership constraints or existing uses to be relocated	There are no legal or ownership constraints to development. No existing uses would need to be relocated.
Summary	The parcel is available for development. No legal or ownership constrains to development have been identified and no existing uses would need to be relocated.

SPW18: Paddock, Dovers Green Road, Reigate



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PARCEL: SPW18 - Paddock, Dovers Green Road

General	
Total Area	1.52ha
Land Uses	Agriculture
Ward	South Park and Woodhatch
Previously Developed Land?	Undeveloped.
Existing land allocations?	N/A

Heritage	
Statutory Listed Buildings	Dovers Farm statutory listed buildings approx. 0.06km to the west of the parcel. 148 & 150 Dovers Green Road statutory listed buildings are approx. 0.3km to the east of the parcel. 11, 13 & 15 Dovers Green Road statutory listed buildings are approx. 0.2km to the north east of the parcel.
Locally Listed Buildings	Dovers Nursing Home is approx. 0.3km to the north west of the parcel and 3 & 5 Dovers Green Road are approx. 0.4km to the north west of the parcel.
Conservation Area	N/A
Scheduled Ancient Monument	N/A
Area of Archaeological Potential/Importance	Flint Axe Area of Archaeological Potential is approx. 0.5km to the south east of the parcel; Sidlow Watermill is approx. 0.7km to the south west of the parcel; Flint Knife Area of Archaeological Potential is approx. 0.8km to the east of the parcel; and Hartswood Manor is approx. 0.9km to the west of the parcel.
Historic Park/Garden	Priory Park lies approx. 1.0km to the north of the parcel.
Other	N/A
Historic landscape classification	Small parcel with straight boundaries (parliamentary enclosure type).
Informal consultation	Conservation officer: there are no overriding heritage constraints to development.
Summary	There are no overriding heritage constraints to development.

Landscape	
AONB	N/A
AGLV	N/A
AONB recommended additional area	N/A
Gatwick Open Setting	N/A
Common Land	No
Topography	Relatively flat.
Active agricultural use?	Yes
Agricultural Grade	Grade 4
Landscape character	Low Weald Farmland (WF2): low lying, gently undulating landscape. Predominantly medium to large scale arable fields with well-maintained hedges. There are fairly unconstrained views, occasionally framed by woodland, across the character area. Rural lanes cross much of the area and residential development is constrained to ribbon development along Lonesome Lane and low density houses at Saxley Hill. The borough-wide landscape assessment suggests that the landscape exhibits qualities of an integrated heath and common landscape which is either environmentally designated or of high landscape sensitivity.
Informal consultation	
Summary	The parcel is within an area of high landscape sensitivity and whilst it is a relatively well defined paddock it does display some of the landscape characteristics such as well-developed hedgerows. Development would need to be mindful of long-range views and should seek to protect the well-developed hedgerows.

Biodiversity	
SAC	The Mole Valley to Reigate Escarpment is approx. 4.0 km to the north of the parcel.
SSSI	N/A
SNCI (existing or proposed)	New Pond Farm SNCI is approx. 0.1km to the east of the parcel.
LNR (existing or proposed)	N/A
RIGS	N/A

Ancient Woodland	N/A
Other Woodland	There are a number of established trees along the eastern and south eastern boundaries.
BOA	The eastern part of the parcel falls within the River Mole Biodiversity Opportunity Area.
TPOs	N/A
Planned biodiversity improvements?	None known.
Informal consultation	
Summary	Biodiversity constrains development potential – the eastern part of the parcel falls within the River Mole Biodiversity Opportunity Area. Development would need to be sensitively designed to protect (and where possible enhance) biodiversity within the Biodiversity Opportunity Area and retain the existing trees where possible.

Access to countryside and recreation	
Public Rights of Way	A public right of way extends east-to-west along the northern boundary of the parcel.
Formal recreation	N/A
Informal recreation	N/A
Open Space Assessment findings	South Park and Woodhatch: focus on maintaining quality of existing open spaces and amenity green space.
Informal consultation	
Summary	The parcel currently offers some access to the countryside. The existing public right of way would need to be retained if the parcel were to be allocated for development.

Flood risk and Water Quality		
Rivers, waterways or waterbodies	The Earlswood Brook adjoins the eastern boundary of the parcel.	
Flood Risk	Flood Zone 2	An area to the east of the parcel (approx. 0.3ha).
	Flood Zone 3	An area to the east of the parcel (approx. 0.2ha).
	Historic Flood Event (1968)	N/A
	Surface Water	Areas in the eastern and central parts of the parcel have been identified as potentially being at risk of surface water flooding.
	Reservoir failure	The eastern edge of the parcel may be at risk from reservoir failure.
Water Quality	Groundwater has been identified as potentially being contaminated. Should the parcel be allocated for development, further investigation would be required.	
Informal consultation		
Summary	<u>Flood risk:</u> the Earlswood Brook adjoins the eastern edge of the parcel and areas adjacent have been identified as falling within Flood Zones 2 and 3 and as being at risk of surface water flooding and reservoir failure. <u>Water quality:</u> further investigation would be required should the parcel be allocated for development.	

Environmental Health and Amenity	
Land contamination	None identified.
Air pollution	N/A
Noise pollution	N/A
Other amenity issues	N/A
Aerodrome Safeguarding	Yes (structures over 90m).
Informal consultation	Environmental Health: there are no overriding environmental health constraints to development.
Summary	There are no overriding environmental health constraints to development. Development would be subject to aerodrome safeguarding.

Green Belt	
Findings of Green Belt Review	Overall contribution: 9 (1 lowest contribution – 15 highest contribution) Checking sprawl: High contribution Settlement separation: Lower contribution Safeguarding countryside: Higher contribution Setting of historic towns: Lower contribution To assist regeneration: Lower contribution

Infrastructure and accessibility

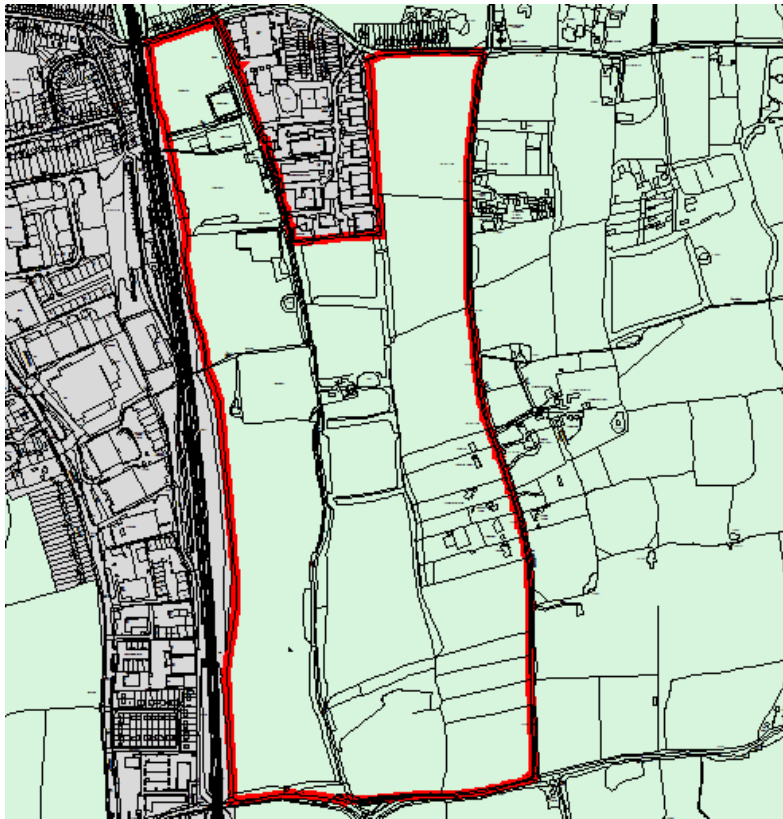
	Name	Distance	Commentary
Town Centre	Reigate	2.4km	Via Lonesome Lane and A217
Local Centre	Woodhatch	1.3km	Via Lonesome Lane and A217
Rail Station	Reigate	4.0km	Via Lonesome Lane and A217
Secondary school	Reigate School	1.9km	Via Lonesome Lane, A217, A2044 and Pendleton Road
Primary School	Dovers Green	0.5km	Via Lonesome Lane
GP	South Park Practice	1.5km	Via Lonesome Lane, Ashdown Road, A217, Sandcross Lane and Prices Lane
Employment area	Reigate	3.6km	Via Lonesome Lane and A217
Bus routes	Bus stop on Dovers Green Road approx. 0.8km to the east of the parcel. Bus routes 424 and 433. Regular services: 1 bus every 30mins.		
Parcel access	The parcel is accessed from Lonesome Lane. Lonesome Lane has limited pedestrian footpaths.		
Relevant strategic infrastructure	The Regulation 18 Development Management Plan Education Needs Evidence Paper noted the need for two additional forms of primary school provision and one form of secondary school provision over the plan period within Redhill/ Reigate area. The Regulation 18 Development Management Plan Health Needs Evidence Paper identified the need for at least an additional FTE GP over the plan period, noting that the existing accessibility of GP provision within south west Reigate is poor, covered by only one surgery catchment which is operating close to the theoretical benchmark. These needs have been identified in order to address the existing demand from urban area and proposed sustainable urban extensions, should the parcel be allocated for development specific infrastructure requirements would need to be identified.		
Utilities or servicing shortfalls	Given that there are adjoining commercial premises, there are unlikely to be problems connecting to utilities, however, capacity improvements may be required.		
Summary	Whilst the parcel is some distance away from the existing urban area, there is reasonable accessibility to local services, facilities and public transport. Given that there are adjoining commercial premises, there are unlikely to be problems connecting to utilities, however, capacity improvements may be required. Should the parcel be allocated for development, further investigation into utilities and infrastructure would be required.		

Availability & Suitability	
Landowners	Landownership is known.
Is land being actively promoted for development?	The landowner has actively promoted the site for housing development.
Is there housebuilder/developer interest?	There is no known housebuilder/ developer interest is known. A site of this size would likely attract interest from a regional developer.
Legal/ownership constraints or existing uses to be relocated	No legal/ ownership constraints to development have been identified. No existing uses would need to be relocated.
Summary	The parcel is considered to be available for development. No legal/ ownership constraints to development have been identified and no existing uses would need to be relocated.

Appendix 5 : Green Belt review of sites

SAL1

Land west of Picketts Lane



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 50% of the parcel is contiguous with the existing urban area of Salfords and the separate urban area of Perrywood Business Park. The parcel is therefore considered to be partially contained; with the northern part of the parcel best related to the existing urban area.

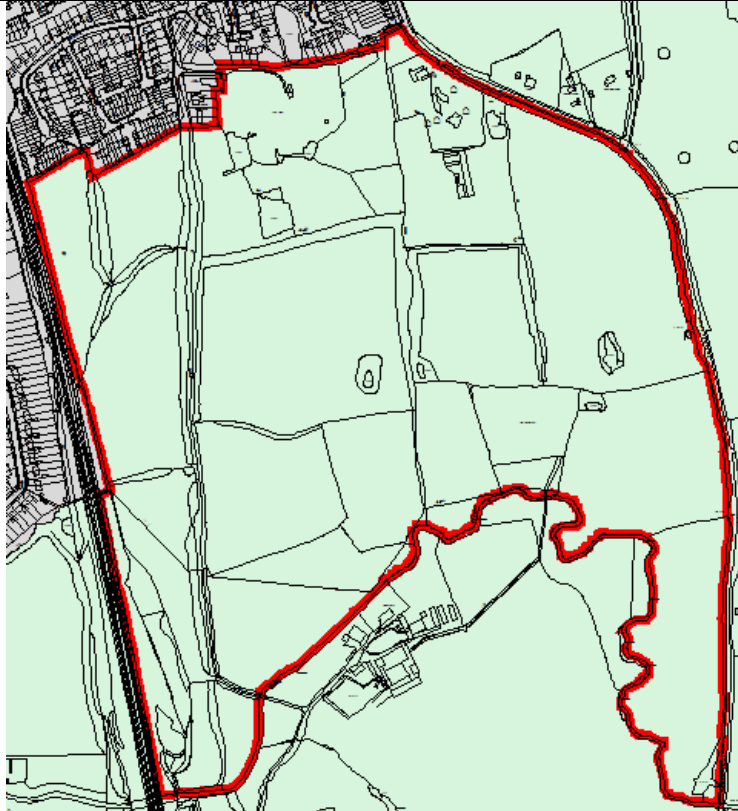
**Moderate
importance to
Green Belt**

<p>The boundaries of the parcel are however, also predominantly strong: bounded by roads to the east, south and partially along the northern boundary. The remainder of the northern boundary is formed by the outer edge of the existing industrial estate along Honeycrook Lane. Overall, the boundaries of the parcel are considered to be strong.</p> <p>It is noted that the existing boundary of the Green Belt in this location is formed by the London-Brighton railway line – a strong physical and visual barrier – expansion onto this parcel would therefore breach an existing strong settlement boundary.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the built up area of Salfords and the small rural settlement of Outwood to the east. The existing settlement gap at this point is approximately 2.80km and this would be reduced to around 2.30km if the parcel did not remain open, equivalent to a reduction of approximately 18 %. This gap is therefore considered to be a wide gap and removal of the parcel would lead to a partial reduction.</p> <p>The extent of intervening landscape between Salfords and Outwood coupled with the presence of the M23 motorway means that the sensitivity of the gap to the visual perception of coalescence if this parcel were removed is somewhat more limited.</p> <p>This parcel could also be considered as part of the gap between Salfords and the main settlement of Horley; however, it does not extend beyond the existing southern extent of Salfords and therefore would not lead to any closure of the existing settlement gap.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by a mixture of large and small plots of open grazing/agricultural land and areas of semi-natural open land interspersed with numerous block and belts of woodland. The overriding character of the parcel is open and built form is largely contained to sporadic large residential dwellings along Picketts Lane and some small-scale structures and hard-landscaping associated with the sports ground. Overall, built/urban development covers significantly less than 5% of the parcel. It is therefore considered to be undeveloped.</p> <p>The parcel has physically strong boundaries; formed almost completely by roads to the north, east and south. However, there is</p>	<p>Moderate importance to Green Belt</p>

<p>relatively high degree of inter-visibility between the parcel and the wider countryside, particularly the fields to the south and east due to relatively flat topography. As such, at a landscape scale the parcel reads as an integral part of the wider countryside. The openness of the parcel is readily appreciable externally at a local scale, particularly along Picketts Lane. The presence of the Millennium Trail running north-south through the parcel gives further opportunity for the openness of the parcel to be appreciated.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The Cross Oak Lane Conservation Area is in reasonable proximity; however, the openness of the parcel itself is not considered to directly form part of its setting or character.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

SAL2

Land south of Whitebushes estate



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 25% of the parcel is contiguous with the existing urban area of Whitebushes/Salfords. The parcel is therefore considered to be partially contained; however, the railway line – a strong physical and visual feature – sits partially between the parcel and the existing built up area somewhat reducing the perceived containment and relationship.

The boundaries of the parcel are formed by strong physical and permanent features: bounded by a road to the east, Salfords Stream to the south and by the railway line along the western boundary. Overall, the boundaries of the parcel are considered to be strong.

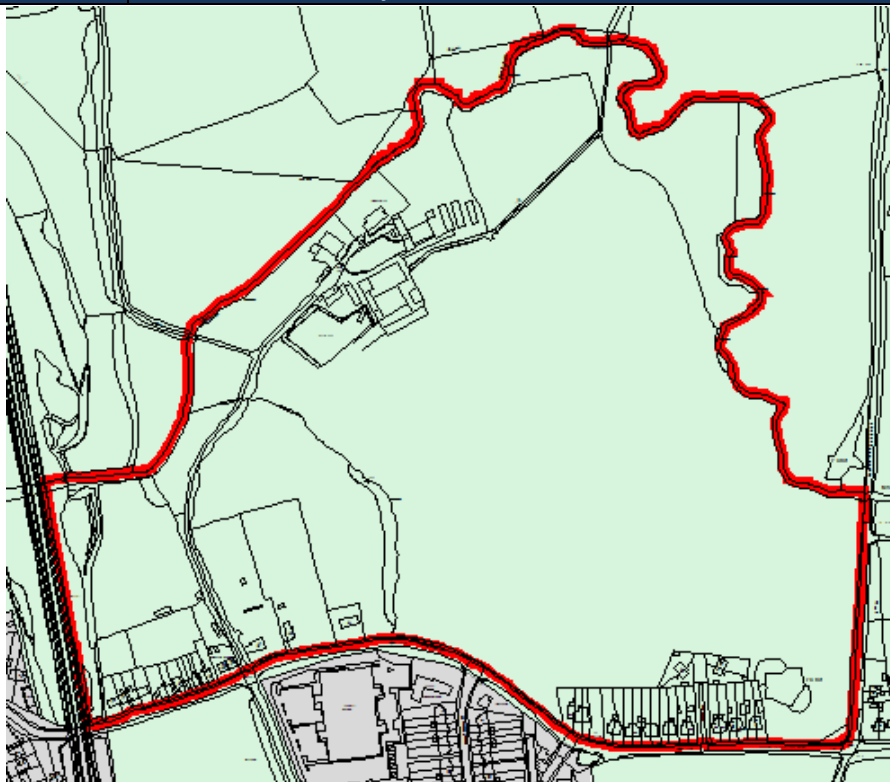
**Moderate
importance to
Green Belt**

<p>It is noted that the existing boundary of the Green Belt in this location is formed partially by the London-Brighton railway line – a strong physical and visual barrier as well as an established settlement edge which is reinforced by areas of dense woodland – expansion onto this parcel would therefore breach an existing strong settlement boundary.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between built up areas of Salfords and Earlswood/Whitebushes. The existing settlement gap between Whitebushes and Salfords at this point (i.e. to the east of the railway line) is approximately 1km. Release of the parcel would lead to significant closure of the gap to as little as 200m at its narrowest (up to 500m at its widest), i.e. between 50% and 80%. The gap is therefore essential and the parcel plays a critical role in maintaining settlement separation.</p> <p>Given the flat nature of the landscape, the narrowing of the gap between the settlements would be readily apparent ‘on the ground’. Merging would also be clearly apparent along Mason’s Bridge Road and also in views along the railway line (such as from railway bridges).</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised exclusively by grazing/agricultural land interspersed with woodland blocks and other small areas of woodland. There are two distinct ribbons of residential dwellings along the southern boundary with Honeycrook Lane: one in the east and one in the west. The overriding character of the parcel is open countryside with little if any built development. It is therefore considered to be undeveloped.</p> <p>The parcel has physically strong boundaries; formed by a road to the east and Salfords Stream to the south. However, there is relatively high degree of inter-visibility between the parcel and the wider countryside, particularly the fields to the south and east due to relatively flat topography. As such, at a landscape scale the parcel reads as an integral part of the wider countryside. The openness of the parcel is readily appreciable externally at a local scale, particularly along Mason’s Bridge Road. The presence of the Millennium Trail running north-south through the parcel gives further opportunity for the openness of the parcel to be appreciated.</p>	<p>Moderate importance to Green Belt</p>

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.	
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

SAL3

Land north of Honeycrook Lane



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 15% of the parcel is contiguous with the existing urban area of Salfords and the separate urban area of Perrywood Business Park, adjoining the built up area to the north and east. On this basis, the parcel is considered to be not contained.

The boundaries of the parcel are formed by strong physical and permanent features: bounded by a road to the east, Salfords Stream to the north and by the railway line along the western boundary. Overall, the boundaries of the parcel are considered to be strong.

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.

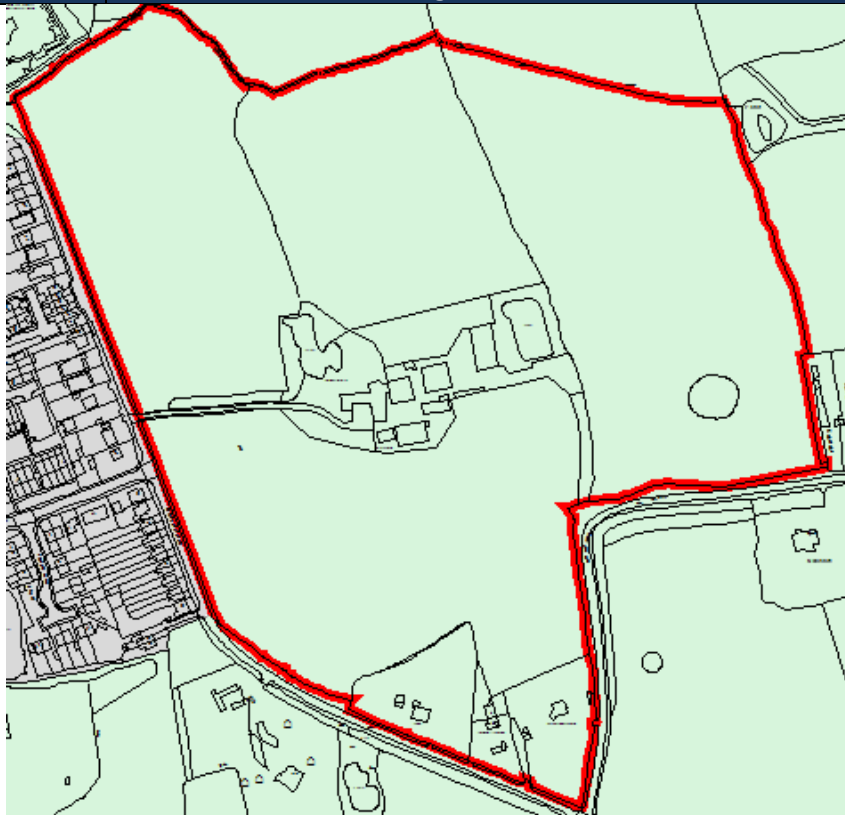
**Moderate
importance to
Green Belt**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between built up areas of Salfords and Earlswood/Whitebushes. The existing settlement gap between Whitebushes and Salfords at this point (i.e. to the east of the railway line) is approximately 1km. Release of the parcel would lead to significant closure of the gap to as little as 500m at its narrowest (up to 700m at its widest), i.e. between 30% and 50%. The gap is therefore essential and the parcel plays a critical role (at least in part) in maintaining settlement separation.</p> <p>Given the flat nature of the landscape, the narrowing of the gap between the settlements would be readily apparent 'on the ground'. Merging would also be clearly apparent along Mason's Bridge Road and also in views along the railway line (such as from railway bridges).</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is formed of three fields of open grazing/agricultural land. There are a number of residential properties along the southern boundary with Honeycrock Lane, some of which are more densely spaced in character, as well as a relatively intensive cluster of agricultural buildings in the north close to the stream.</p> <p>The parcel has physically strong boundaries; formed by roads to the east and south and Salfords Stream to the north. However, there is relatively high degree of inter-visibility between the parcel and the wider countryside, particularly the fields to the north and east due to relatively flat topography: the parcel therefore reads as part of the wider surrounding countryside. The openness of the parcel is also appreciable at a local scale, particularly in views along Mason's Bridge Road</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p>	<p>Low importance to</p>

<p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Green Belt</p>
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SAL4

Land east of Mason's Bridge Road

**Purpose 1: To check the unrestricted sprawl of large built-up areas**

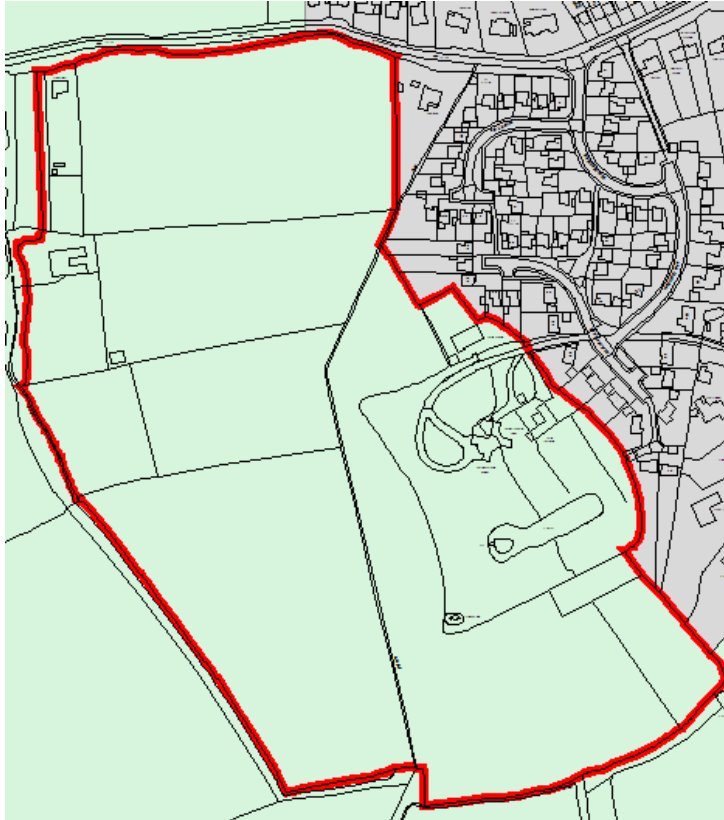
Approximately 19% of the parcel is contiguous with the existing urban area of Whitebushes which adjoins the built up area to the west. On this basis, the parcel is considered to be not contained.

The eastern/northern boundary of the parcel is predominantly defined by hedgerow field boundaries or agricultural tracks and is therefore physically and visually very weak. Part of the northern boundary is formed by a dense woodland block and is therefore somewhat stronger; however, this is a comparatively small part of the boundary. The southern boundary is formed by the convergence of two roads (Mason's Bridge Road/Kings Mill Lane). Overall, the boundaries are considered to be weak.

**High
importance to
Green Belt**

<p>It is noted that the existing boundary of the Green Belt in this location is formed by a road – a strong physical and visual barrier – expansion onto this parcel would therefore significantly weaken the permanence of Green Belt boundaries.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between built up areas of Whitebushes and Nutfield. The existing settlement gap between Whitebushes and Nutfield at this point is approximately 1.8km. The gap is a narrow gap.</p> <p>Release of the parcel would reduce the gap to approximately 1.4km, i.e. by approximately 23%; it would therefore represent a partial closure of the existing settlement gap.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is formed predominantly of open agricultural fields/farmland. There is a small cluster of agricultural buildings/large barns in the centre of the parcel and three residential dwellings in large curtilages to the south. Overall, less than 10% of the parcel is covered by built form/urbanising development and it is therefore considered to be undeveloped.</p> <p>The parcel has physically and visually weak boundaries to the east and partially to the north, formed by hedgerows, agricultural tracks and intermittent tree belts. As a result, there is relatively high degree of inter-visibility between the parcel and the wider countryside, particularly the fields east and the parcel therefore reads as part of the wider surrounding countryside. The openness of the parcel is also appreciable at a local scale, particularly in views along Mason's Bridge Road</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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**Purpose 1: To check the unrestricted sprawl of large built-up areas**

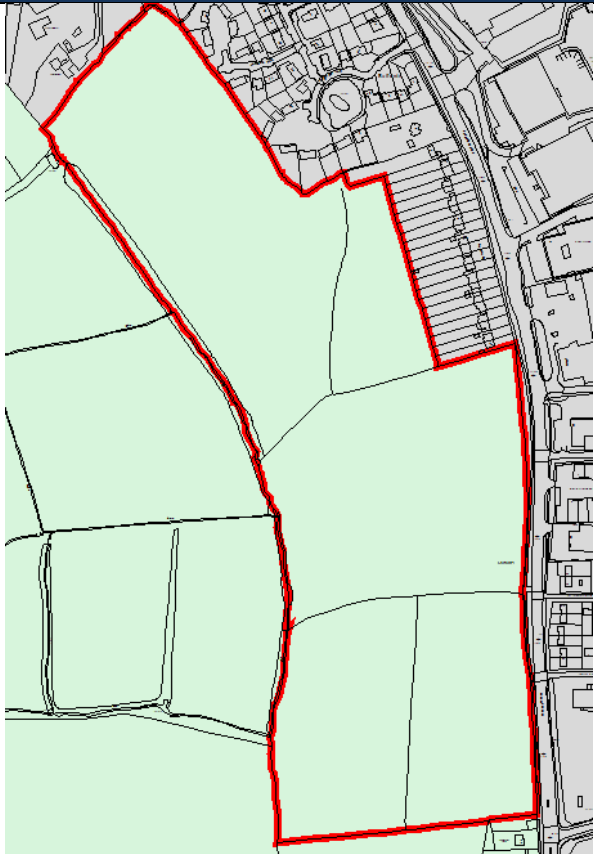

Approximately 35% of the parcel is contiguous with the existing urban area of Salfords, adjoining the built up area to the east and marginally to the north. On this basis, the parcel is considered to be partially contained.

The boundaries of the parcel are formed almost entirely by relatively dense and consistent tree belts to the west and south. The northern boundary is partially formed by a road (Lodge Lane). Both features are considered to be both physically permanent and visually strong. Overall, the boundaries of the parcel are considered to be strong.

**Moderate
importance to
Green Belt**

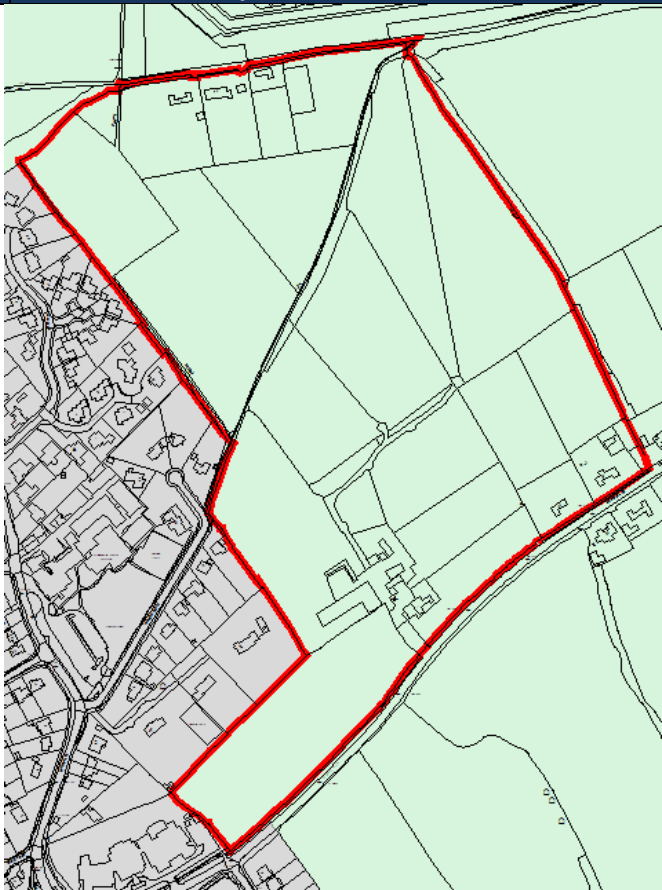
<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel peripherally forms part of the settlement gap between Salfords and the main settlement of Horley. The settlement gap from the extent of urban area (the built up extent of Horley North West) and Salfords at this point is approximately 0.98km at its narrowest (however, it is recognised that this gap is even smaller in other locations (e.g. along Bonehurst Road). The gap is therefore considered to be essential and sensitive to further erosion.</p> <p>Removal of this parcel would leave a gap approximately 0.8km between the two settlements, equivalent to a 19% reduction. Loss of this area of open land would therefore lead to a partial closure of the existing settlement gap.</p> <p>The relatively flat intervening topography between the settlements means that some visual perception of coalescence may be possible; however, the presence of the River Mole/Burstow Stream in the intervening landscape somewhat reduces sensitivity.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel predominantly comprises open grazing land alongside some areas of semi-natural open land. There is a single dwelling and agricultural building in the north of the parcel. The eastern part of the parcel is developed somewhat, with low density residential development in the form of a small cluster of large dwellings set within large manicured gardens and surrounded by sparse woodland/scrub which in its entirety is designated a Historic Garden: this creates a degree of transition from urban to the countryside. In the main however, the parcel is open in character with less than 5% covered by built form: it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are – for the most part – visually strong, with relatively dense tree cover. However, some views from the parcel to surrounding countryside are possible in areas where the tree cover is sparser and there is a degree of inter-visibility and interrelationship between the parcels. As a result, the parcel feels an integral part of the wider countryside. The openness of the parcel is appreciable at a local scale, particularly along Lodge Lane and from the right of way which provides public access to the rear of Beaumonts and Montfort Rise.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel contains the Horley Lodge Historic Garden; however, the surrounding open character of the parcel is not considered to be an integral or defining part of its character. There are no Conservation Area or historic towns in close proximity.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

SAL6	Land west of Bonehurst Road		
			
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Approximately 45% of the parcel is contiguous with the existing urban area of Salfords, adjoining the built up area to the east. On this basis, the parcel is considered to be partially contained.</p> <p>The character and strength of the boundaries of the parcel are mixed: much of the western boundary is formed by a relatively strong and consistent tree belt, albeit in places the cover is sparser. The southern boundary is less clearly and robustly defined, formed by field boundaries and narrow hedgerow and is therefore weaker. It should be noted that, in time, the western link road for the Horley NWS</p>			
			<p>Moderate importance to Green Belt</p>

<p>would pass through this parcel and would form a physically strong and permanent alternative to the current weak southern boundary. On balance, the boundaries of the parcel are considered to be moderate strength.</p> <p>The existing Green Belt boundary in this location is formed by the A23, a strong physical feature, and a well-established, well defined settlement edge. Removal of this parcel would result in extension beyond this existing strong boundary and is unlikely to strengthen the permanence of the Green Belt.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between Salfords and the main settlement of Horley. The settlement gap from the proposed built up extent of Horley North West and Salfords at this point is approximately 0.7km at its narrowest (however, it is recognised that this gap is even smaller in other locations (e.g. along Bonehurst Road). The gap is therefore considered to be essential and sensitive to further erosion.</p> <p>Removal of this parcel would leave a gap approximately 0.50km between Horley and Salfords, equivalent to approximately a 30% reduction. The parcel therefore plays a critical role in the settlement gap and its removal from the Green Belt could lead to a significant erosion of the existing sensitive separation.</p> <p>The relatively flat intervening topography between the settlements means that some visual perception of coalescence may be possible; however, the presence of the River Mole/Burstow Stream in the intervening landscape somewhat reduces sensitivity.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is formed of three fields of open grazing/agricultural land. There is no built form or other urbanising structures within the boundaries of the parcel. It is therefore considered to be undeveloped.</p> <p>The relative weakness of the southern boundary – both physically and visually - coupled with the potential for glimpsed views through the western tree belt means that the parcel reads as, and is visibly part of, the wider countryside. The openness of the parcel is clearly appreciable at a local scale, particularly in views along Bonehurst Road.</p>	<p>High importance to Green Belt</p>

Taking account of the factors above, the parcel is considered to be of high importance to this purpose.	
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

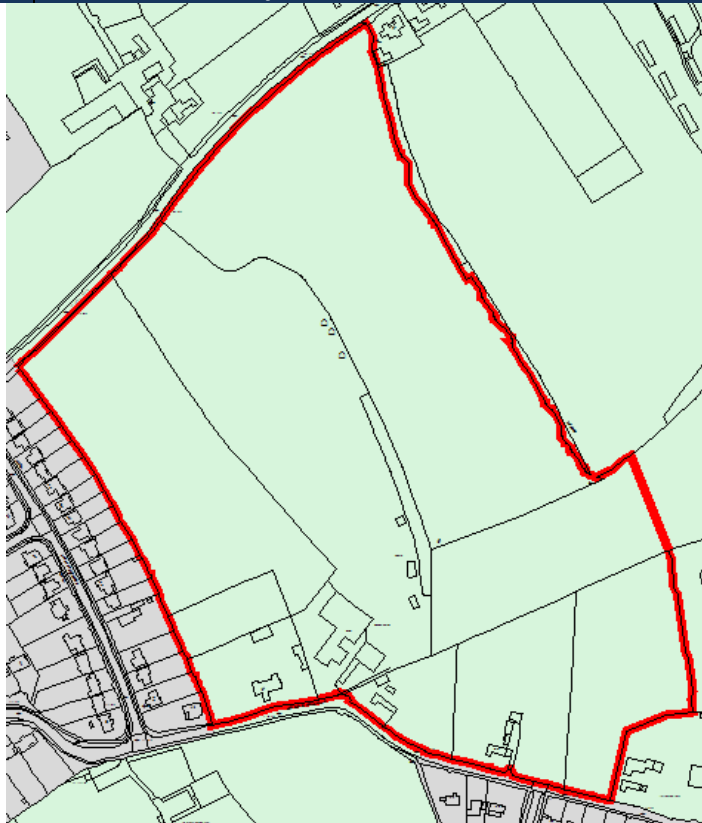
BAN1	Land north of Croydon Lane		
			
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Approximately 39% of the parcel is contiguous with the existing urban area of Banstead, adjoining the built up area to the west. On this basis, the parcel is considered to be partially contained.</p> <p>The boundaries of the parcel are mixed: the eastern (outer) boundary is the least well defined, formed by a tree belt which is inconsistent and intermittent in places. The remainder of the boundaries of the parcel are however strong: the southern boundary is</p>			<p>Moderate importance to Green Belt</p>

<p>formed by a road, Croydon Lane and the northern boundary is formed by Freedown Lane: a semi-private track; however, this is reinforced by tree belt and the clearly defined boundary of the High Down Prison facility. On the whole, the boundaries of the parcel are considered to be strong.</p> <p>It is noted that the parcel would somewhat lead to the proliferation of the intensive residential and horticultural/retail development along the southern side of Croydon Lane which, albeit within the Green Belt, is urban in nature and would lead to a ribbon form of development.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Banstead and built up area of Sutton in the adjoining borough. The existing settlement gap at this point is approximately 1km and this would be reduced to around 0.75km if this parcel was released for development, equivalent to a reduction of approximately 25%. This gap is therefore considered to be an essential settlement gap and the parcel in question plays a partial role in maintaining separation between these two towns.</p> <p>However, the existing settlement gap is largely interrupted by the intensive built form of the High Down prison complex and as such; the “edge” of Sutton is read somewhat as being the boundary of the prison complex. In practice, the separation between these settlements is therefore somewhat more sensitive to the loss of openness in this particular parcel which forms the only real “open gap”. The closure of the gap would also be perceived at a local scale along Freedown Lane but also in public rights of way through the parcel itself.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open land in agricultural use and partially in recreation use by the adjoining school (Greenacres). Built form within the parcel is contained to the southern boundary with Croydon Lane and comprises residential dwellings and small scale agricultural type buildings. There is also a very small amount of built development along the northern boundary of Freedown Lane. Overall, less than 5% of the parcel is covered by built form and it is therefore considered to be undeveloped.</p> <p>The eastern boundary is sparser in places, leading to a degree of interrelationship and inter-visibility between the parcel and the surrounding countryside. However, overall the boundaries of the parcel to the north and south are strong both visually and physically</p>	<p>Moderate importance to Green Belt</p>

<p>and the relationship is localised. The openness of the parcel is appreciable at a local scale, between frontage development on Croydon Lane, from Freedown Lane and also on rights of way through the parcel.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

BAN2

Land south of Croydon Lane



Purpose 1: To check the unrestricted sprawl of large built-up areas

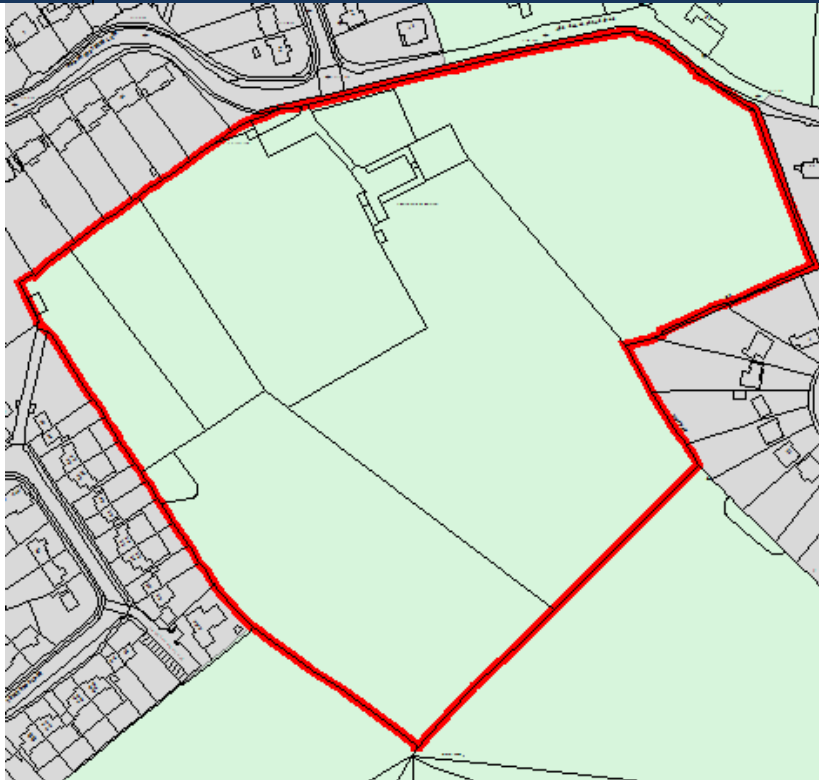
Approximately 26% of the parcel is contiguous with the existing urban area, adjoining the built up of Banstead to the west and partially adjoining Woodmansterne to the south. On this basis, the parcel is considered to be not contained.

The boundaries of the parcel are mixed. The northern and southern boundaries are both defined by roads and are therefore physically and visually strong and permanent. The eastern boundary is formed by a tree belt which is dense in part but inconsistent and sparse in other areas. This part of the boundary is therefore of weaker/moderate strength. Overall, the parcel boundaries are considered to be of moderate to high strength.

**Moderate
importance to
Green Belt**

<p>The existing boundary of the Green Belt in this location is relatively strong, formed by an established settlement edge or by roads (Woodmansterne Lane). Expansion onto this parcel would not significantly reduce the overall strength of the GB boundary in this location.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Banstead and the built up village of Woodmansterne. The existing settlement gap at this point is very narrow at approximately 0.15km. Release of this parcel from the GB would lead to a complete erosion of the gap and therefore coalescence of the built up areas of Banstead and Woodmansterne. The settlement gap in this location is therefore considered to be essential and the openness/nature of this parcel plays a critical role in maintaining separation.</p> <p>Coalescence would also be readily apparent along Woodmansterne Lane as there is currently some degree of open transition to the north which would be eroded if the parcel was released. The topography in the area is such that the merging of the two settlements may also be appreciable in longer range views from the south, such as from the Scratch Wood/Soloms Wood area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly characterised by open land in grazing use. Built form within the parcel is confined to the southern boundary with Croydon Lane and comprises residential dwellings and clusters of agricultural type/mixed industrial use buildings and associated hardstanding. Overall, approximately 8% of the parcel is covered by built form and it is therefore considered to be undeveloped.</p> <p>The northern and southern boundaries of the parcel are defined by strong features. The eastern boundary is largely defined by a tree belt which is visually strong in the most part; however, is more permeable and inconsistent in some areas. There is a moderate degree of inter-visibility between the parcel and the wider countryside. The openness of the parcel is appreciable at a local scale in views along Croydon Lane and Woodmansterne Lane given the only visual break is low level hedgerow.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

BAN3**Land south of Woodmansterne Lane****Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 60% of the parcel is contiguous with the existing urban area, adjoining the built up of Banstead to the west and partially adjoining Woodmansterne to the east. On this basis, the parcel is considered to be partially well contained although close to the threshold for well contained (65%).

The boundaries of the parcel are of varying strength. The boundary to the north is formed by a road (Woodmansterne Lane), a strong and clearly recognisable feature. The southern boundary to the wider countryside (and therefore most sensitive to sprawl) is however very weak, defined by a field boundary formed inconsistently of scrub/hedgerow and fencing. The eastern and western boundaries adjoin the existing settlement edge. Overall, the boundaries are considered to be moderate.

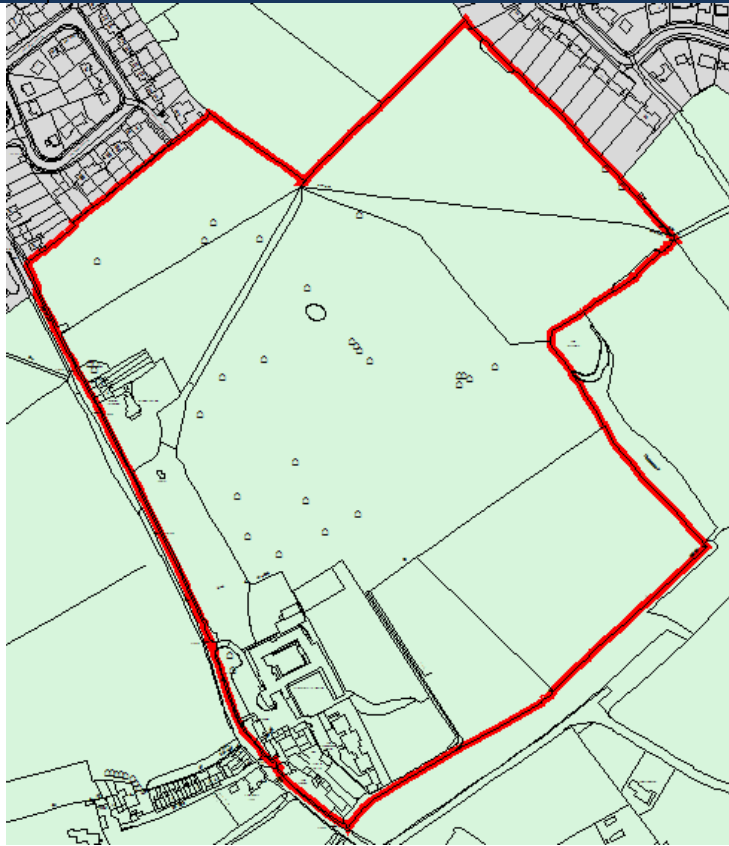
**Moderate
importance to
Green Belt**

<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Banstead and the built up village of Woodmansterne. The existing settlement gap at this point is very narrow at approximately 0.15km at its narrowest, up to approximately 0.22km. Release of this parcel from the GB would lead to a complete erosion of the gap and therefore coalescence of the built up areas of Banstead and Woodmansterne. The settlement gap in this location is therefore considered to be essential and the openness/nature of this parcel plays a critical role in maintaining separation.</p> <p>Coalescence would also be readily apparent along Woodmansterne Lane as there is currently some degree of open transition to the north which would be eroded if the parcel was released. The topography in the area is such that the merging of the two settlements may also be appreciable in longer range views from the south, such as from the Scratch Wood/Soloms Wood area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open land used for grazing/equestrian. There is a small cluster of structures and stabling in the north and south-west of the parcel associated with equestrian use. Overall, under 5% of the parcel is covered by built form/urbanising development and it is therefore considered to be undeveloped.</p> <p>Overall, the boundaries of the parcel are of moderate strength; however, given the sparser and weaker southern boundary, there is a high degree of interrelationship between the parcel and the surrounding countryside such that the parcel reads as part of the wider countryside. At a local scale, the loss of openness would be appreciable from Woodmansterne Lane as well as along Park Road.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel adjoins a small part of the boundary of the Park Road and Mint Road Conservation Area which comprises a large number of listed buildings. However, the openness of this parcel is not apparent within, nor does it form a demonstrable part of the setting and character of the Conservation Area.</p>	<p>Low importance to Green Belt</p>

<p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

BAN4

Land east of Park Road



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 19% of the parcel is contiguous with the existing urban area, adjoining the built up of Banstead to the east and Woodmansterne to the west. The parcel is therefore considered to be not contained.

The boundaries of the parcel are mixed. The northern boundary to the adjoining parcel of countryside is weak, defined by a permeable field boundary. The eastern boundary is formed by a dense and substantial tree belt and the western boundary is formed by Park Road, both of which are strong, permanent features. The southern boundary is formed by a combination of a tree belt and hedgerow; however, this feature is less prominent and sparser in places and overall is considered to be of moderate strength. On this basis, the

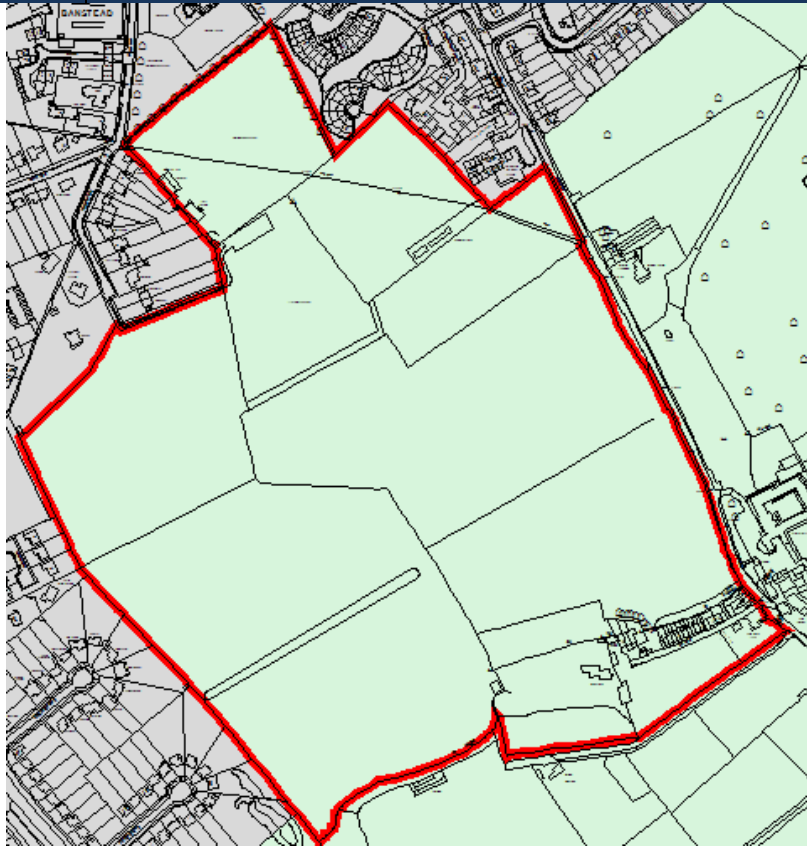
**High
importance to
Green Belt**

<p>boundaries of the parcel are considered to be of moderate.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel forms part of the gap between the main settlement of Banstead and the built up village of Woodmansterne. The existing settlement gap at this point is very narrow at approximately 0.25km. Release of this parcel from the GB would lead to a complete erosion of the gap and therefore coalescence of the built up areas of Banstead and Woodmansterne. The settlement gap in this location is therefore considered to be essential and the openness/nature of this parcel plays a critical role in maintaining separation.</p> <p>Coalescence would also be apparent along Woodmansterne Lane. The topography in the area is such that the merging of the two settlements may also be appreciable in longer range views from the south, such as from the Scratch Wood/Soloms Wood area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open grazing/agricultural land with some areas of woodland. There is some built form along the Park Road frontage including two residential properties and the more intensive built complex of the QEF rehabilitation centre (comprising 2 and 3 storey buildings) and Place Farm. Despite this, only 7% of the parcel is covered by urbanising development the parcel is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are considered to have moderate strength overall. However, given the more sparse southern and northern boundaries, at a landscape scale, views to the wider countryside network around Banstead/Woodmansterne are possible and there is a therefore a degree of interrelationship between the parcel and adjoining open countryside. At a local scale, the loss of openness would be readily appreciable along Park Road.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel acts as the backdrop to the Park Road and Mint Road Conservation Area which comprises a large number of listed buildings. The openness of the parcel is particularly apparent as part of the setting and character of the element of the CA, and the several listed</p>	<p>Moderate importance to Green Belt</p>

<p>buildings, which front onto Park Road.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

BAN5

Land west of Park Road



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 61% of the parcel is contiguous with the existing urban area, adjoining the built up of Banstead to the north and west. The parcel does not protrude any further south than the extent of the Banstead built up area along Holly Lane. The parcel is therefore considered to be partially contained but is close to the threshold of well contained.

The boundaries of the parcel are mixed in character: the eastern boundary is formed by Park Road and is therefore a strong physical, readily recognisable and permanent. The southern boundary is defined by a consistent and dense tree belt which runs along the southern edge of Mint Road to the rear of Holly Lane, and is considered to be readily recognisable and likely permanent. Overall, the

**Low
importance to
Green Belt**

<p>boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel is considered to be potentially part of two settlement gaps. Firstly, the parcel forms part of the gap between the southern edge of Banstead and the settlement of Chipstead. In the locale of this parcel, the existing settlement gap is approximately 1.2km at narrowest (1.45km at its widest). If the parcel was released from the GB, this gap would be reduced to approximately 1.0km, equivalent to a reduction of approximately 17%. The settlement separation is therefore characterised by a narrow gap and, given the reduction which would occur, the parcel is considered to play a partial role in maintaining the gap. The parcel is also on the periphery of the gap between Banstead and Woodmansterne but is not considered to result in any discernible erosion/closure of the gap which currently exists.</p> <p>The intervening topography, in particular the steeply sloping hill between Chipstead and Banstead as well as the areas of dense woodland reduce the vulnerability of the gap to visual perception of coalescence and as such the merging is unlikely to be perceived at a local scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open grazing/agricultural land, although the northern most part is in use as formal recreation/sport field. There is a cluster of development in the south-eastern corner of the site along Mint Road, comprising a terrace of listed cottages, several other dwellings and a pub: all of which have the character of a semi-rural cluster. Overall, less than 5% of the parcel is covered by built form/urbanising development and it is therefore considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being strong. The presence of the road and the dense tree belt and woodland along the southern boundary reduce the inter-visibility between the parcel and the wider countryside such that the degree to which the parcel is interrelated with the wider countryside is more limited. At a local scale, the loss of openness would however be readily appreciable along Park Road and in long range views across Lady Neville recreation ground from Banstead town centre.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel acts as the backdrop to the Park Road and Mint Road Conservation Area which comprises a large number of listed buildings. The parcel is particularly apparent within and visible from the Mint Road element of the Conservation Area, with its open fields clearly forming part of the backdrop, setting and character of this area.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

BAN6

Land north of Woodmansterne Lane



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 30% of the parcel is contiguous with the existing urban area, adjoining the built up of Woodmansterne to the south. The parcel is therefore considered to be partially contained.

The northern boundary is defined by a very dense and substantial area of woodland which is designated as ancient woodland, which is a strong and defensible feature both physically and visually. Part of the western boundary is also formed by an area of ancient woodland, albeit in this area the tree cover is much less dense and more permeable than to the north. Part of the western boundary close to Woodmansterne Lane is defined only by the boundary/curtilage of a property. Overall, the western boundary is of moderate to weak

**Moderate
importance to
Green Belt**

<p>strength. The eastern boundary of the parcel is formed by a belt of trees, which is of lower density than the northern boundary, but is nonetheless considered to be readily recognisable and comparatively robust. Overall, the boundaries of the parcel are considered to be of moderate strength.</p> <p>It is noted that the existing Green Belt boundary in this location is presently formed by a road, a strong physical feature. It is likely that expansion onto this parcel would weaken somewhat the defensibility of the GB boundary.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies within the gap between the settlement of Woodmansterne and the built up area of Sutton in the adjoining borough. The settlement gap at this location is presently 1.67km; this would be reduced to approximately 1.42km, equivalent to a reduction of approximately 15%. Settlement separation is therefore characterised by a narrow gap and the parcel in question plays a limited to partial role in maintaining this separation. Perception of coalescence or reduced separation between these two settlements is unlikely to be appreciable at the local scale.</p> <p>The parcel could also be viewed as part of the gap between Banstead and Woodmansterne, albeit peripherally. However, it is not considered that release of the parcel would bring about merging or any reduction in the separation which presently exists between these settlements.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open grazing/agricultural land, although there are a number of residential dwellings – sporadically spaced – and some agricultural buildings/paraphernalia along the Woodmansterne Lane frontage. Despite this, less than 5% of the parcel is covered by built form/urbanising development and the parcel is therefore considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being of moderate strength. Given the nature of the eastern and western boundaries of the parcel, there is some degree of inter-visibility between this parcel and the wider countryside to the north of Woodmansterne. At a local scale, the loss of openness would however be readily appreciable along Woodmansterne Lane.</p>	<p>High importance to Green Belt</p>

Taking account of the factors above, the parcel is considered to be of high importance to this purpose.	
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

BAN7

Land at Boundary Farm



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 30% of the parcel is contiguous with the existing urban area, adjoining the built up of Woodmansterne to the south. The parcel is therefore considered to be partially contained.

The northern boundary is defined primarily by a very dense and substantial area of woodland which is partially designated as ancient woodland, which is a strong and defensible feature both physically and visually, although in some parts (particularly close to the western boundary) the density of the woodland belt is lower and the boundary more open as a result. The eastern boundary is also formed by a consistent belt of woodland, part of which is again protected as ancient woodland and is therefore likely to be permanent and defensible. On balance, the boundaries are considered to be strong.

It is noted that the existing Green Belt boundary in this location is presently formed by a road, a strong physical feature. It is likely that expansion onto this parcel would weaken somewhat the defensibility of the GB boundary.

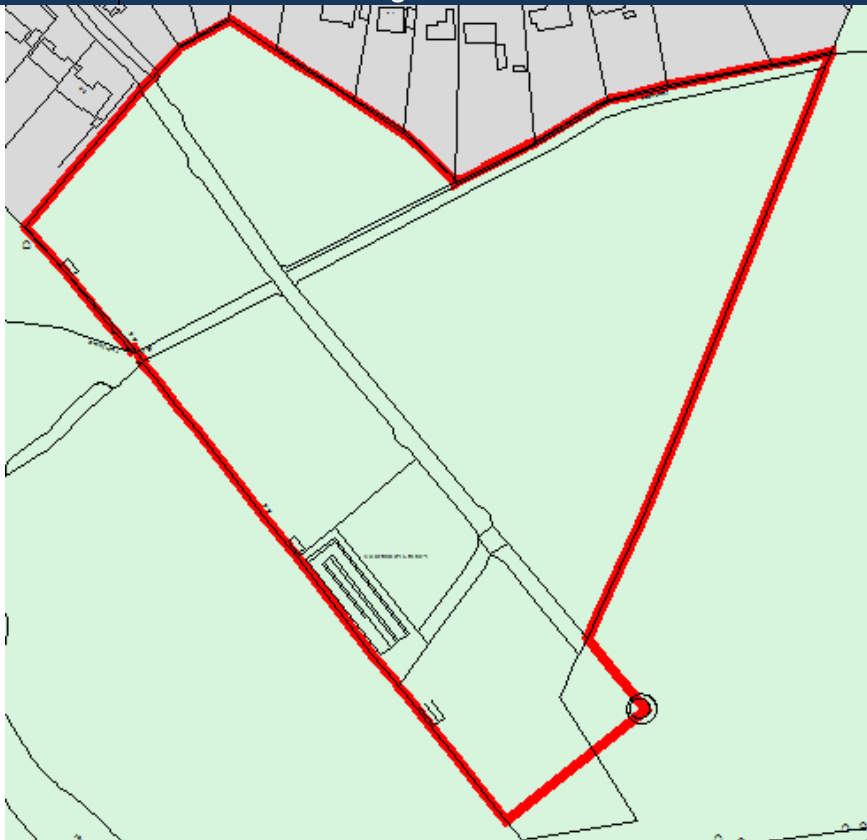
**Moderate importance to
Green Belt**

<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies within the gap between the settlement of Woodmansterne and the built up area of Sutton in the adjoining borough. The settlement gap at this location is presently 1.67km; this would be reduced to approximately 1.42km, equivalent to a reduction of approximately 15%. Settlement separation is therefore characterised by a narrow gap and the parcel in question plays a limited to partial role in maintaining this separation. Perception of coalescence or reduced separation between these two settlements is unlikely to be appreciable at the local scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open grazing/agricultural land, although there are a number of residential dwellings – sporadically spaced – and some agricultural buildings/paraphernalia along the eastern and western boundaries. Despite this, less than 5% of the parcel is covered by built form/urbanising development and the parcel is therefore considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being strong. Given the nature of the eastern boundaries of the parcel, there is some degree of inter-visibility between this parcel and the wider countryside to the north of Woodmansterne. At a local scale, the loss of openness would however be readily appreciable along Woodmansterne Lane.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield,</p>	<p>Low importance to Green Belt</p>

Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities. The parcel is therefore considered to be of low importance to this purpose.	
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BAN8

Land south of Cunningham Road



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 36% of the parcel is contiguous with the existing urban area, adjoining the built up of Woodmansterne to the north. The parcel is therefore considered to be partially contained.

The boundaries of the parcel are formed predominantly by field boundaries. The eastern boundary is defined partially by a sparse and intermittent belt of trees and hedgerow which is considered to be physically and visually weak and not particularly prominent. The western boundary is formed only by a boundary fence and is not considered to be a readily recognisable or defensible feature. Overall the boundaries of the parcel are considered to be weak.

**High
importance to
Green Belt**

<p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies partially within the gap between the settlement of Woodmansterne and the northern edge of the built up area of Chipstead. The settlement gap at this location is presently 0.6km; this would be reduced to approximately 0.4km, equivalent to a reduction of approximately 33%. Settlement separation is therefore characterised by an essential gap which is sensitive to further change and the parcel in question plays a limited to critical role in maintaining this separation. It is however recognised that, in places, the settlement gap between Chipstead and Woodmansterne is already minimal (i.e. 0.2-0.3km).</p> <p>The topography in the area is such that the merging of the two settlements may also be appreciable in longer range views from the south, such as from the Scratch Wood/Soloms Wood area.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open grazing land/equestrian uses. There is an equestrian facility and associated buildings in the south of the parcel; however, overall less than 5% of the parcel is covered by built form/urbanising development and the parcel is therefore considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being weak, with a high degree of permeability and limited physical or visual permanence. Given the nature of the boundaries of the parcel, there is significant inter-visibility between this parcel and the wider expanse of countryside to the south of Woodmansterne and the parcel therefore reads as an integral part of the wider countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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BAN9

Land off Kingscroft Road



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 29% of the parcel is contiguous with the existing urban area, adjoining the built up of Woodmansterne to the north. The parcel is therefore considered to be not contained, although the assessment is close to the threshold for partially contained.

The boundaries of the parcel are of mixed character and strength. The eastern boundary is defined by a relatively prominent, consistent and dense belt of trees which is considered to be a relatively strong feature both physically and visually. The southern boundary follows a field boundary. The western boundary is formed only by a boundary fence and is not considered to be a readily recognisable or defensible feature. Overall the boundaries of the parcel are considered to be weak.

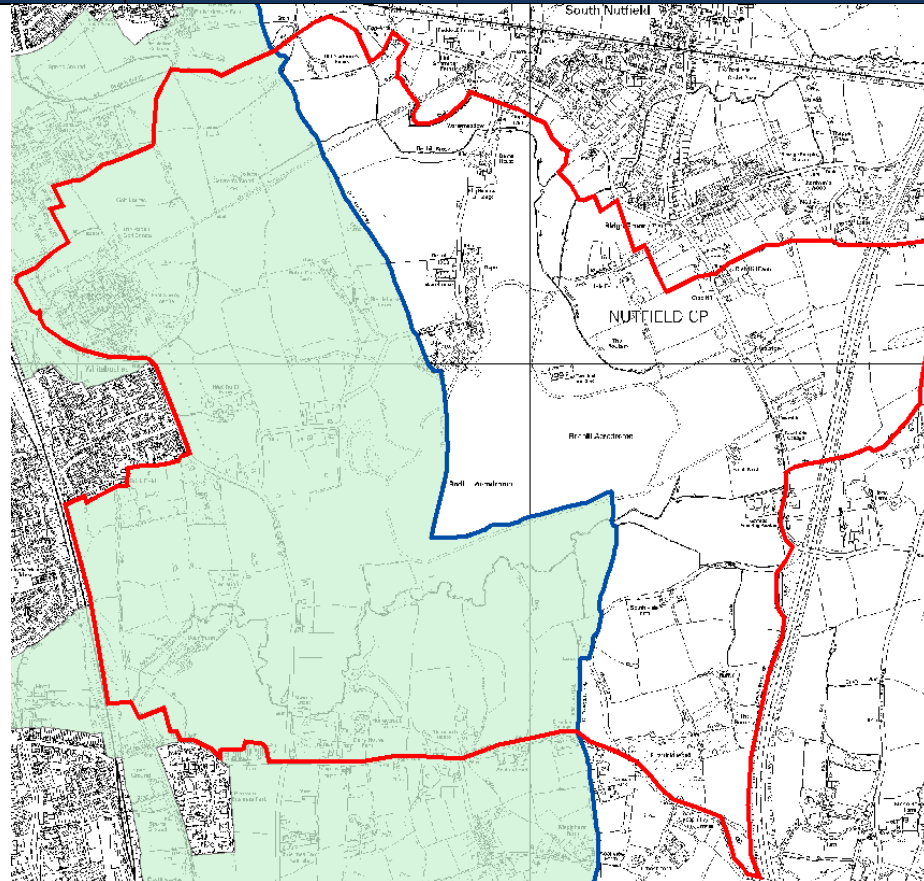
**High
importance to
Green Belt**

<p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies partially within the gap between the settlement of Woodmansterne and the northern edge of the built up area of Chipstead. The settlement gap at this location is presently 0.25km; this would be reduced to around 90m, equivalent to a reduction of approximately 65%. Settlement separation is therefore characterised by an essential gap which is very sensitive to further erosion and the parcel in question plays a limited to critical role in maintaining this separation.</p> <p>The topography in the area is such that the merging of the two settlements may also be appreciable in longer range views from the south, such as from the Scratch Wood/Soloms Wood area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is wholly characterised by open grazing land/semi-natural open space. There is no built form/urbanising features present within the parcel and it is therefore considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being weak, with a high degree of permeability and limited physical or visual permanence, particularly to the south and west. Given the nature of the boundaries of the parcel, there is significant inter-visibility between this parcel and the wider expanse of countryside to the south of Woodmansterne and the parcel therefore reads as an integral part of the wider countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p>	<p>Low importance to</p>

<p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Green Belt</p>
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SAS1

Redhill Aerodrome

**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 2% of the parcel is contiguous with the existing urban area of Whitebushes, approximately 13% of the parcel is contiguous with the existing urban area of Salfords and the separate urban area of Perrywood Business Park and approximately 1% of the parcel is contiguous with the existing urban area of Nutfield.

The boundaries to the parcel are mixed: the boundaries to the south and west are considered to be strong and the boundaries to the north and east are considered to be weak. The southern boundary is a strong boundary defined by Honeycrook Lane and Axes Lane; the

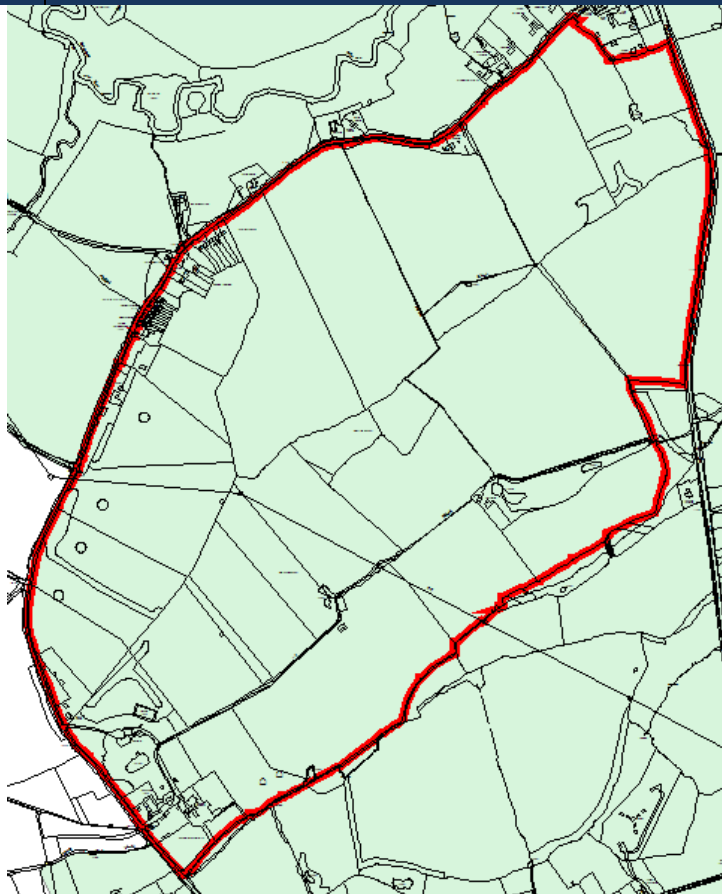
Moderate
importance to
Green Belt

<p>western boundary is largely defined by the strong boundary of the railway line. It is also defined by the strong boundary of existing residential development. The northern boundary is defined by the Redhill Brook; this is of a relatively weak strength. The eastern boundary is defined by predominantly weak features of drains, field boundaries, residential curtilage and public footpaths. The eastern boundary is also made up of the strong boundary of the motorway. Overall, the boundaries are considered to be of average strength.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies within the gap between the built-up areas of Earlswood/Salfords in the borough of Reigate & Banstead and the village settlement of South Nutfield in the district of Tandridge. The existing settlement gap is approximately 1.95km. Release of the parcel would introduce a new urban area between these existing settlements/ villages. The settlement gap would be eroded by this development. Settlement separation would therefore be characterised as essential and the parcel would be characterised as playing a critical role in maintaining separation of existing settlement areas in this locale.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises an operational aerodrome and an operational hospital. The parcel as a whole however is characterised predominantly by open land/ agricultural fields. Whilst the nature of the aerodrome reduces the perception of countryside somewhat; it retains a semi-rural character. There is some built form/ urbanising development within the parcel including the hospital and land associated with the hospital; taxiways, hangars and other aerodrome buildings with hardstanding; and a number of residential dwellings and agricultural buildings with associated hardstanding. The built form, however, constitutes significantly less than 5% of the area of the parcel. The parcel is therefore considered to be undeveloped.</p> <p>Overall, the boundaries of the parcel have been assessed as being of average strength. There are strong boundaries to the south and west of the parcel and weaker boundaries to the north and east of the parcel. Given the topography of the parcel, there is long range inter-visibility between the parcel and the wider countryside in the locality. There are locations along the boundaries where the interrelationship between the parcel and the immediately surrounding countryside can be appreciated at a local scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Low importance to Green Belt</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

SAS2

Land at Ironsbottom



Purpose 1: To check the unrestricted sprawl of large built-up areas

The parcel does not adjoin any existing built-up areas, even though it is adjacent to the very small community of Sidlow which is washed over by the Green Belt. The parcel is therefore considered to be not contained.

The boundaries of the parcel are of mixed character. The northern and eastern boundaries are formed by roads (Ironsbottom and the A217 respectively), both of which are permanent and readily recognisable features and therefore considered to be strong. The southern

**Moderate
importance to
Green Belt**

<p>boundary is formed by a consistent and substantial belt of trees along with several areas of denser woodland. Overall, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel is considered to be located within the gap between the built-up areas of Reigate and Horley. The existing settlement gap is approximately 3.5km. Release of the parcel would likely introduce a new urban area between these existing settlements/villages. Settlement gaps would be significantly reduced by the release of this parcel: the gap between a new urban form on this parcel and Reigate/Woodhatch would be reduced to approximately 1.05km at its narrowest, and the settlement gap to Horley would be reduced to around 1.55km. Settlement separation is currently characterised by a wide gap; however, removal of the parcel would result in narrow gaps, reduced by approximately 58% and 70% respectively. The parcel in question therefore plays a critical role in maintaining separation of existing settlement areas in this locale.</p> <p>It is noted that release of the parcel from the Green Belt could serve to promote a ribbon of urban development along the A217 between Reigate and Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly characterised by open agricultural fields, many of which are actively farmed, with clear field patterns defined by hedgerow and numerous woodland blocks. Built form is limited to a small number of residential properties in large plots, predominantly along the road frontages of Ironsbottom and Dovers Green Road. Development is very sporadic in nature and covers significantly less than 5% of the parcel area. Overall, the parcel is considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being physically permanent and strong. Given the topography, there is however long range inter-visibility between this parcel and the wider countryside in the locality. There are also locations along the boundaries, particularly the Ironsbottom road boundary, where the interrelationship between the parcel and the immediately surrounding countryside can be appreciated at a more local scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



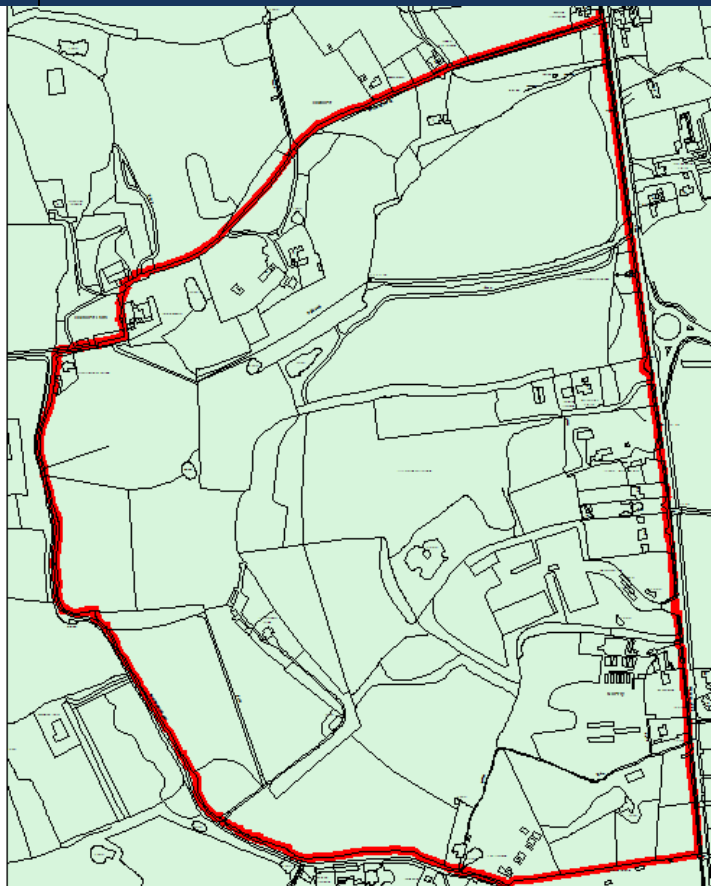
Moderate importance to Green Belt

Moderate importance to Green Belt

Moderate importance to Green Belt

<p>defined by Duxhurst Lane, a private metalled road/track and Crutchfield Road, also a fully metalled road. Overall, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel is considered to be located within the gap between the built-up areas of Reigate and Horley. The existing settlement gap is approximately 3.5km. Release of the parcel would likely introduce a new urban area between these existing settlements/villages. Settlement gaps would be significantly reduced by the release of this parcel: the gap between a new urban form on this parcel and Reigate/Woodhatch would be reduced to approximately 2.2km at its narrowest, and the settlement gap to Horley would be reduced to around 0.9km at its narrowest. Settlement separation is currently characterised by a wide gap. Whilst a wide gap would be retained between the new urban form and Woodhatch, an essential gap (less than 1km) would be left to Horley. Settlement separation would be reduced by approximately 38% and 75% respectively. The parcel in question therefore plays a critical role in maintaining separation of existing settlement areas in this locale.</p> <p>It is noted that release of the parcel from the Green Belt could serve to promote a ribbon of urban development along the A217 between Reigate and Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly characterised by open agricultural fields - which are actively farmed – and defined by hedgerow and dense woodland blocks. Built form comprises a collection of residential properties in large plots, dispersed along the road frontages of Ironsbottom and Duxhurst Lane, and a small number of agricultural/equestrian buildings. Development is very sporadic in nature and covers significantly less than 5% of the parcel area. Overall, the parcel is considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being physically permanent and strong. Given the intervening areas and belts of woodland within the parcel, there is not considered to be a material level of inter-visibility between the parcel and surrounding network of fields and countryside. There is however some localised visual interrelationship along the road boundaries.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

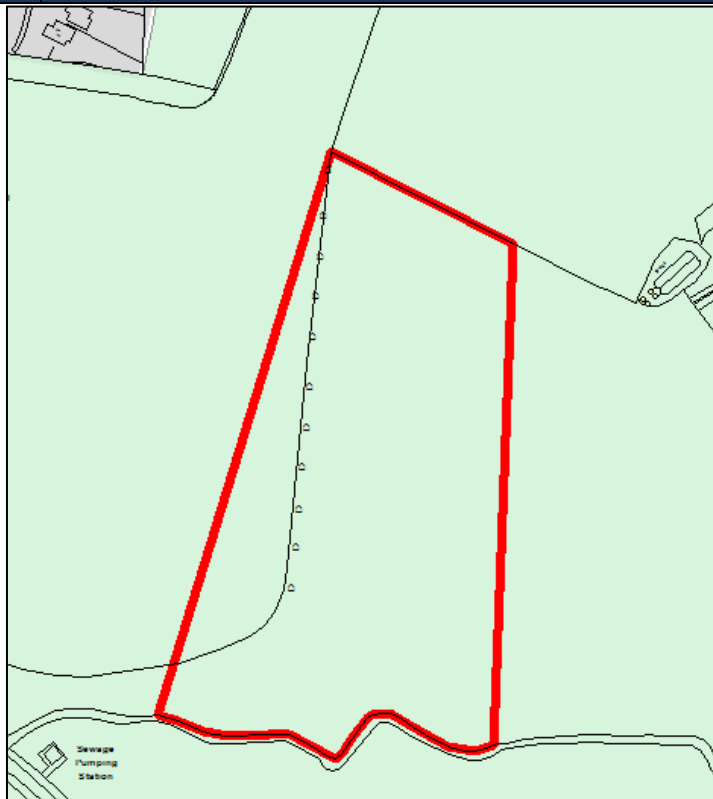
The parcel does not adjoin any existing built-up areas. The parcel is therefore considered to be not contained.

The boundaries of the parcel are of varying nature and character. The eastern and western boundaries are formed by roads (Crutchfield Lane and the A217 respectively), both of which are permanent and readily recognisable features and therefore considered to be strong. The northern boundary is defined by Duxhurst Lane, a private metalled road/track which is on balance a robust and likely permanent feature. The narrow southern boundary is defined by the curtilage of an existing property which, although reinforced by trees and

**Moderate
importance to
Green Belt**

<p>landscaping, is considered to be relatively weak. However, this forms only a small part of the boundaries and could be extended to follow the natural line of Crutchfield Lane. Overall, the parcel is considered to have strong boundaries.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel is considered to be located within the gap between the built-up areas of Reigate and Horley. The existing settlement gap is approximately 3.5km. Release of the parcel would likely introduce a new urban area between these existing settlements/villages. Settlement gaps would be significantly reduced by the release of this parcel: the gap between a new urban form on this parcel and Reigate/Woodhatch would be reduced to approximately 2.6km, and the settlement gap to Horley would be reduced to around 480m at its narrowest. Settlement separation is currently characterised by a wide gap. Whilst a wide gap would be retained between the new urban form and Woodhatch, an essential gap (less than 1km) would be left to Horley. Settlement separation would be reduced by approximately 25% and 85% respectively. The parcel in question therefore plays a critical role in maintaining separation of existing settlement areas in this locale.</p> <p>It is noted that release of the parcel from the Green Belt could serve to promote a ribbon of urban development along the A217 between Reigate and Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly characterised by a combination of open agricultural fields - which are actively farmed – grazing land and significant dense woodland blocks and belts. There are a number of residential properties in large plots, dispersed along the road frontages of Duxhurst Lane and Dovers Green Road. In addition, there is a site within the parcel used as a waste recycling facility, which includes a substantial area of hardstanding and a large industrial building, and is therefore considered to be a significant urbanising feature. Despite this, less than 10% of the parcel is covered by built form/urbanising development and it is therefore considered to be undeveloped.</p> <p>Overall the boundaries of the parcel have been assessed as being physically permanent and strong. Given the intervening areas and belts of woodland within the parcel, there is not considered to be a material level of inter-visibility between the parcel and surrounding network of fields and countryside. There is however some localised visual interrelationship along the road boundaries.</p>	<p>Moderate importance to Green Belt</p>

<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

The parcel is not contiguous with the existing urban area of Reigate. The parcel is detached from – and therefore poorly related to – the existing urban area.

The boundaries of the parcel are predominantly weak: the boundaries to the north, east and west are open to the surrounding countryside and the boundary to the south is defined by the Earlswood Brook. Overall, the boundaries of the parcel are considered to be weak.

Taking account of the factors above, the parcel is considered to be of high importance to this purpose.

**High
importance to
Green Belt**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the built up area of Woodhatch and the built up area of south Earlswood. The existing settlement gap at this point is approximately 1.34km and this would be reduced to around 0.96km if the parcel did not remain open, equivalent to a reduction of approximately 29%. The gap is therefore considered to be a narrow gap and removal of the parcel would lead to a partial reduction.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by open grazing/ agricultural land. The overriding character of the parcel is open and there is no built form. It is therefore considered to be undeveloped.</p> <p>The parcel has physically weak boundaries; the boundaries to the north, east and west are open to the surrounding countryside and the boundary to the south is defined by the Earlswood Brook. In the immediate area, there is a relatively high degree of inter-visibility between the parcel and the surrounding countryside; in the wider area, the degree of inter-visibility between the parcel and the wider countryside is reduced due to a number of established trees to the south and east.</p> <p>At a landscape scale, the parcel reads as an integral part of the countryside and the openness is readily appreciable at the local scale.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Reigate town centre and plays no role in conserving the historic character or setting of the historic town.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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RE19

Nutfield Lodge, Redhill

**Purpose 1: To check the unrestricted sprawl of large built-up areas**

The parcel is not contiguous with the existing urban area of Redhill. The parcel is detached from – and therefore poorly related to – the existing urban area.

The boundaries of the parcel are average: the boundaries to the north and south are defined by roads and the boundaries to the east and west are defined by intermittent tree belts.

Taking account of the factors above, the parcel is considered to be of high importance to this purpose.

**High
importance to
Green Belt**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Redhill and Nutfield. The existing settlement gap at this point is approximately 1.84km and this would be reduced to around 1.06km if the parcel did not remain open, equivalent to a reduction of approximately 42%.</p> <p>The gap is therefore considered to be narrow and removal would lead to a critical reduction in settlement separation.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by a large standalone house and associated hardstanding in the north and a mixture of small areas of grazing/ agricultural land and areas of woodland in the south. The overriding character of the parcel is open and built form is contained to the north along the A25. Overall, built/ urban development covers approximately 18% of the parcel. It is therefore considered to be largely undeveloped.</p> <p>The boundaries of the parcel are average: the boundaries to the north and south are defined by roads and the boundaries to the east and west are defined by intermittent tree belts. There is a relatively low degree of inter-visibility between the parcel and the wider countryside to the east, south and west. The openness of the parcel is however readily appreciable at a local scale along the northern A25 boundary.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a considerable distance from Redhill town centre and plays no role in conserving the historic character or setting of the historic town.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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Purpose 1: To check the unrestricted sprawl of large built-up areas

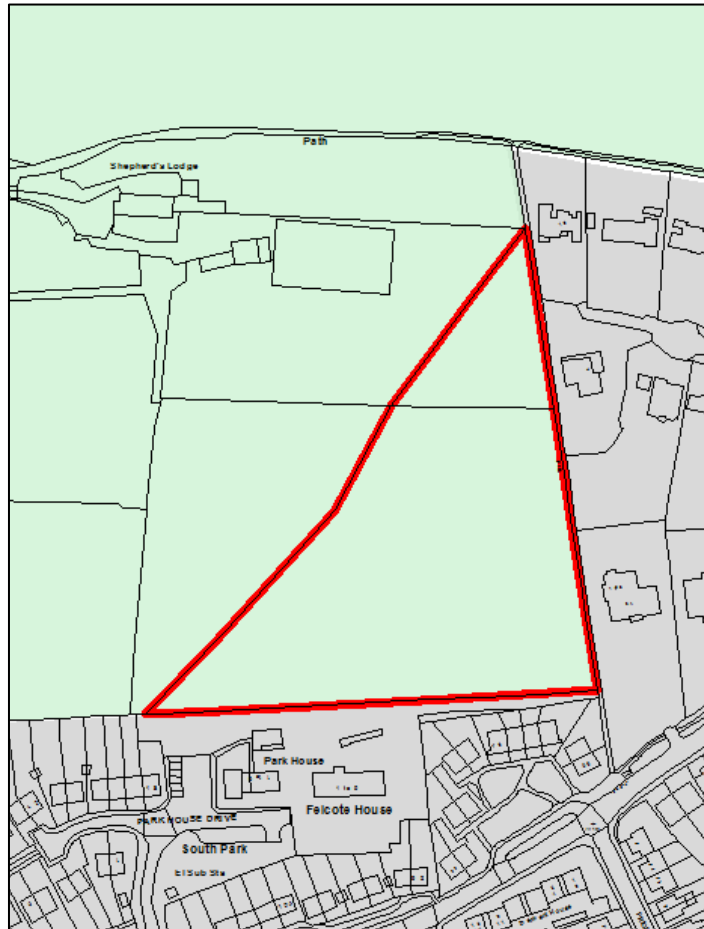
The parcel is not contiguous with the existing urban area of Merstham and Hooley. Approximately 2.0% of the parcel is contiguous with housing in Netherne-on-the-Hill. The parcel is therefore not contained.

The boundaries of the parcel are mixed: the northern boundary is delineated by a track; the eastern boundaries by established trees, footpaths and road; the southern boundary by an established tree belt and field boundaries; and the western boundary by road, field boundaries, established trees, footpaths, caravan site, Netherne-on-the-Hill village and

**High
importance
to Green
Belt**

<p>open countryside/ woodland. The boundaries are therefore average.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the settlements of Coulsdon and Merstham. The existing settlement gap is approximately 4.09km and removal would leave a gap of approximately 0.64km if the parcel did not remain open, equivalent to a reduction of approximately 84%. The gap is therefore considered to be essential and removal would lead to a critical reduction in settlement separation. The importance of the settlement gap is somewhat reduced by the motorway.</p> <p>The parcel also lies between the settlements of Merstham and Netherne. The existing settlement gap is approximately 2.93km and the settlement separation would be eroded as the parcel adjoins the eastern tip of the village. The gap is therefore considered to be essential and removal would lead to a critical reduction in settlement separation. The importance of the settlement gap is again somewhat reduced by the motorway.</p> <p>The parcel also lies between Merstham and Chaldon. The existing settlement gap is approximately 5.46km and removal would leave a gap of approximately 2.48km if the parcel did not remain open, equivalent to a reduction of approximately 55%. The gap is therefore considered to be wide and removal would lead to a critical reduction in settlement separation. The land promoters are also promoting an adjoining piece of land in Tandridge – if this were to also be allocated for development the settlement separation would be reduced to approximately 1.94km if the parcel did not remain open, equivalent to a reduction of approximately 65%. The gap would therefore be considered to be narrow and removal would lead to a critical reduction in settlement separation.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural grazing/ agricultural land with small areas of woodland. There is a large area of woodland in the west of the parcel. There is no built form within the parcel. The parcel is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are mixed: the northern boundary is delineated by a track; the eastern boundaries by established trees, footpaths and road; the southern boundary by an established tree belt and field boundaries; and the western boundary by road, field boundaries, established trees, footpaths, caravan site, Netherne-on-the-Hill village and open countryside/ woodland. The boundaries are therefore average. The openness of the parcel is readily appreciable at the local scale and there is a relatively high degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a considerable distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

At least 59.5% of the boundary is contiguous with housing and urban development in Reigate. The parcel is therefore considered to be well contained.

The boundaries of the parcel are average: the boundary to the east and south are defined by the edge of gardens and intermittent

**Low
importance to
Green Belt**

<p>established trees and the western boundary is an established tree boundary.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Reigate and the villages of Betchworth. The existing settlement gap is approximately 4.14km and removal would leave a gap of approximately 3.93km if the parcel did not remain open, equivalent to a reduction of approximately 5%. The gap is therefore considered to be wide and removal would lead to a limited reduction in settlement separation.</p> <p>Physically, there would be no reduction in the settlement gaps due to the geographic situation of the parcel and the way in which it sits in relation to the existing urban area.</p> <p>The changes in topography, areas of dense woodland and presence of the River Mole and other waterbodies mean that the vulnerability of the gap to visual coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. There are areas of woodland and scrubland and there is no built form. The parcel is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are average: the boundary to the east and south are defined by the edge of gardens and intermittent established trees and the western boundary is an established tree belt. The parcel is readily appreciable at the local scale and there is a relatively high degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is approx. 45m to the south of Reigate Park/ Priory park which is a designated Historic Park and which forms a significant part of the character of Reigate town centre and its conservation area.</p> <p>The parcel somewhat provides a transition from the park to the urban area when viewed from the south. Overall, the parcel is considered to play a partial role in heritage setting.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

The parcel is not contiguous with the existing urban area of Reigate. The parcel is detached from – and therefore poorly related to – the existing urban area.

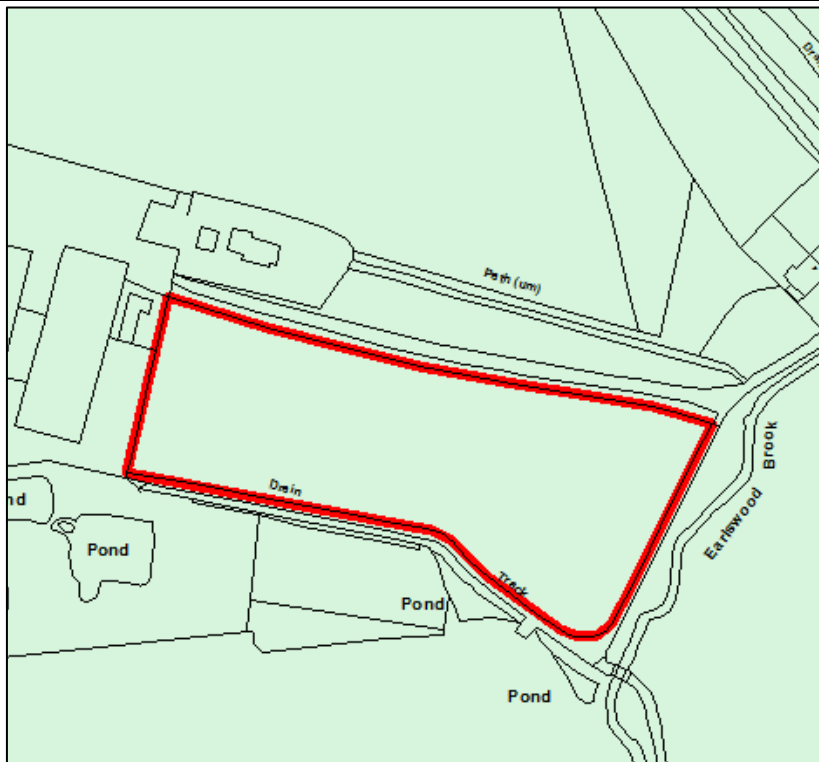
The boundaries of the parcel are mixed: the boundaries to the south and east are defined by roads and the boundaries to the north and west are defined by hedgerows. Overall, the boundaries of the parcel are considered to be average.

Taking account of the factors above, the parcel is considered to be of high importance to this purpose.

**High
importance to
Green Belt**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Reigate and the village of Brockham. The existing settlement gap is approximately 5.08km and removal would leave a gap of approximately 4.15km if the parcel did not remain open, equivalent to a reduction of approximately 18%. The gap is therefore considered to be wide and would lead to a partial reduction in settlement separation.</p> <p>The parcel also lies between the main settlement of Reigate and the village of Betchworth. The existing settlement gap is approximately 4.63km and removal would leave a gap of approximately 3.41km if the parcel did not remain open, equivalent to a reduction of approximately 26%. The gap is therefore considered to be wide and would lead to a partial reduction in settlement separation.</p> <p>In reality, given the substantial degree of separation between the settlements as well as land peaks and landscape features such as the River Mole and areas of woodland within the intervening landscape, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by open agricultural land. The overriding character of the parcel is open and there is no built form. It is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are average: the boundaries to the south and east are defined by roads and the boundaries to the north and west are defined by hedgerows. The parcel is readily appreciable at the local scale and there is a relatively high degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Reigate town centre and plays no role in conserving the historic character or setting of the historic town.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Whilst the parcel is not contiguous with the existing urban area of Reigate, the western boundary adjoins The Court Yard Business Park. Approximately 11% of the boundary is contiguous with The Court Yard Business Park. The parcel is therefore not contained.</p> <p>The boundaries of the parcel are mixed: the eastern boundary is formed by the Earlswood Brook and established trees; the western boundary is defined by The Courtyard Business Centre; the northern boundary is primarily a private access road which is generally a weaker feature, however this is in part made more defensible by areas of tree belt; and the southern boundary is formed by a field boundary with hedgerow and some well-established trees. Overall the boundaries are considered to be weak.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel somewhat peripherally lies between the main settlement of Reigate and the built up area of Whitebushes. The existing</p>	<p>Low importance to Green Belt</p>

<p>settlement gap at this point is approximately 1.72km and removal would leave a gap of approximately 1.24km if the parcel did not remain open, equivalent to a reduction of approximately 28%. The gap is therefore considered to be narrow and removal would lead to a partial reduction in settlement separation.</p> <p>In reality, given the intervening landscape between the two settlements, in particular the presence of areas of dense woodland and rises in topography, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by an open paddock. The overriding character of the parcel is open and there is no built form. It is therefore considered to be undeveloped.</p> <p>The parcel has weak boundaries: the eastern boundary is formed by the Earlswood Brook and established trees; the western boundary is defined by The Courtyard Business Centre; the northern boundary is primarily a private access road which is generally a weaker feature, however this is in part made more defensible by areas of tree belt; and the southern boundary is formed by a field boundary with hedgerow and some well-established trees.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Reigate town centre and plays no role in conserving the historic character or setting of the historic town.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

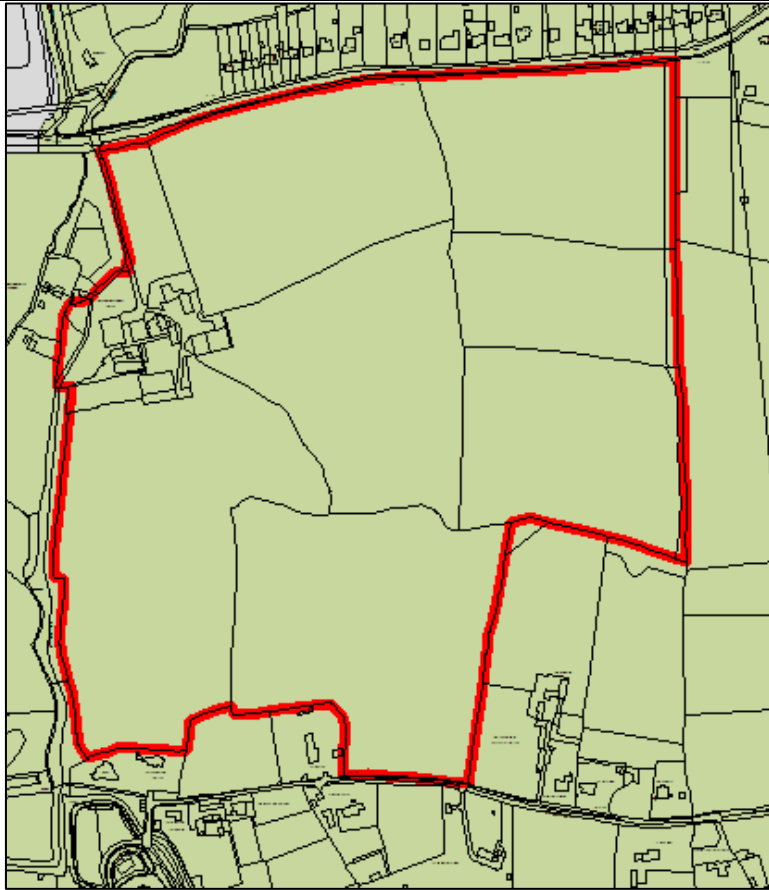


Taking account of the factors above, the parcel is considered to be of high importance to this purpose.

Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and the built up area of Smallfield. The existing settlement gap at this point is

<p>approximately 1.68km and removal would leave a gap of approximately 1.22km if the parcel did not remain open, equivalent to a reduction of approximately 27%. The gap is therefore narrow and removal would lead to a partial reduction in settlement separation. The importance of the gap is somewhat reduced due to the motorway.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	Green Belt
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by woodland. There is a derelict house which has been damaged by fire on the site. The built form occupies approximately 0.5% of the parcel, it is therefore considered to be undeveloped.</p> <p>The parcel has weak boundaries: whilst the northern, eastern and western boundaries are defined by established trees, the boundaries are not readily identifiable as the parcel is largely covered by well-established trees and there are well established trees adjoining the parcel. The southern boundary is defined by a narrow country lane.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	High importance to Green Belt
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	Low importance to Green Belt
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	Low importance to Green Belt



Purpose 1: To check the unrestricted sprawl of large built-up areas

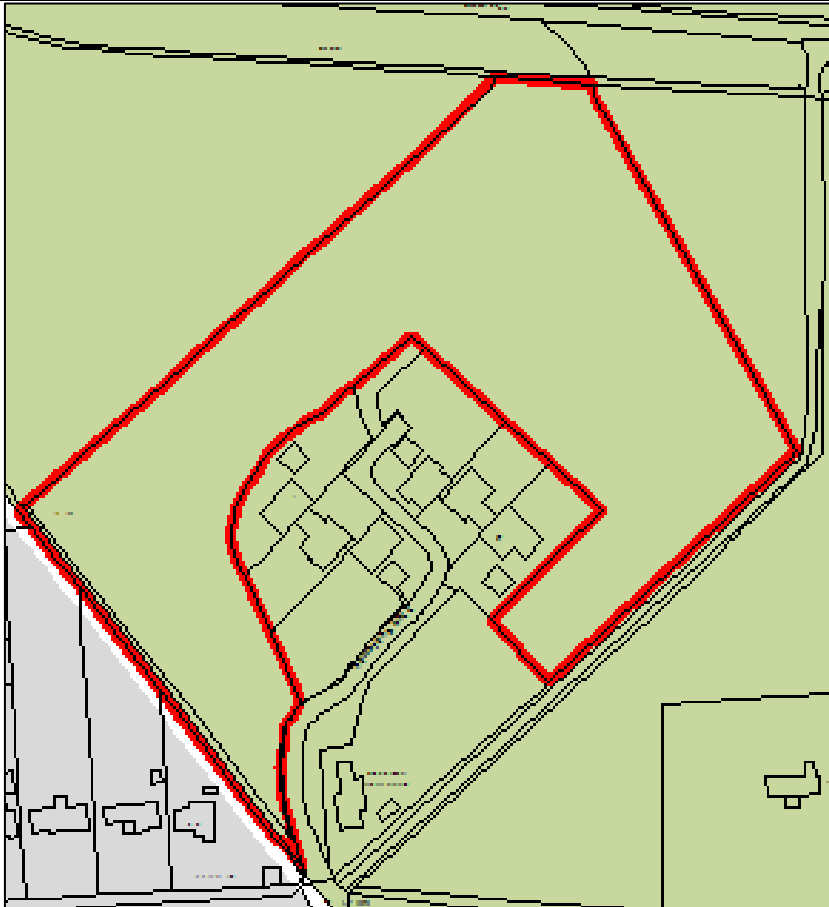
The parcel is not contiguous with the existing urban area of Horley. The parcel is detached from – and therefore poorly related to – the existing urban area.

The boundaries of the parcel are reasonably well defined. The northern boundary is defined by Smallfield Road, a recognisable and permanent feature. The eastern boundary is formed by a relatively dense and consistent tree belt which appears to have been relied upon to demarcate the existing Green Belt boundary in this location. The western boundary is formed by a relatively dense tree belt. The southern boundary is mixed, formed of residential curtilage, field boundaries, well established tree belts and Haroldslea Drive. Overall, the boundaries of the parcel are considered to be strong.

**Moderate
importance to
Green Belt**

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Horley and the built up area of Smallfield. The existing settlement gap at this point is approximately 1.4km and this would be reduced to around 0.5km if the parcel did not remain open, equivalent to a reduction of approximately 65%. This gap is therefore considered to be an essential gap and development of the parcel would lead to a significant reduction in separation, eroding the majority of the gap up to the M23.</p> <p>Whilst the intervening M23 motorway does reduce the visual perception of vulnerability “on the ground” to some extent, the erosion of separation would nonetheless be highly apparent.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by actively farmed agricultural land. The overriding character of the parcel is open and built form is contained in the west of the parcel at Harrowsley Green Farm. Overall, built form covers approximately 2.5% of the parcel. It is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are reasonably well defined. The northern boundary is defined by Smallfield Road, a recognisable and permanent feature. The eastern boundary is formed by a relatively dense and consistent tree belt which appears to have been relied upon to demarcate the existing Green Belt boundary in this location. The western boundary is formed by a relatively dense tree belt. The southern boundary is mixed, formed of residential curtilage, field boundaries, well established tree belts and Haroldslea Drive. Overall, the boundaries of the parcel are considered to be strong.</p> <p>The openness from the parcel itself would be appreciable from approaches to Horley along Smallfield Road and as a result there would be a perception of encroachment, particularly at a local scale. In addition, whilst the western boundary is formed by a visually prominent tree belt, there is a high degree of relationship between this parcel and the wider countryside both to the west and to some extent the east such that this parcel reads as an integral and coherent part of it. This is amplified by the low lying and generally flat nature of the landscape in this area to the east of Horley which gives rise to the possibility of long range views across this and other adjoining parcels of open countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

At least 15.0% of the boundary is contiguous with housing and urban development in Horley. The majority of the parcel is therefore detached from – and poorly related to – the existing urban area.

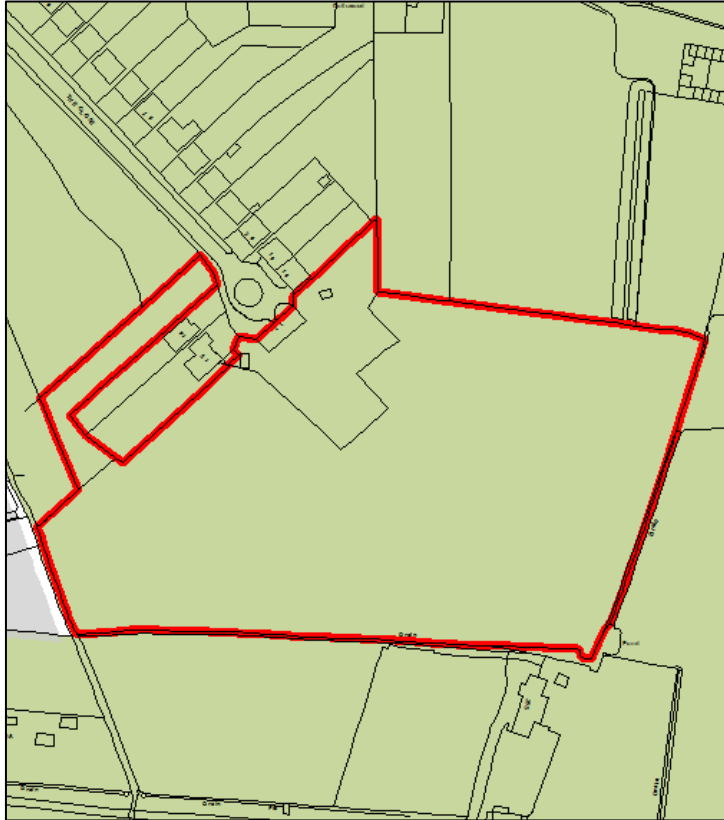
The parcel also adjoins housing at Newstead Hall. Whilst these properties are not in the urban area, approximately 26.7% of the boundary of the parcel is contiguous with these dwellings.

The boundaries of the parcel are mixed: the northern and western boundaries are defined by well-established trees, however, given the number of well-established trees within the parcel and the number adjoining the parcel, the northern and western boundaries are

**Moderate
importance to
Green Belt**

<p>poorly defined; the eastern boundary is defined by the urban area; and the southern boundary is defined by residential curtilage. The boundaries are therefore average.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Horley and the built up area of Smallfield. The existing settlement gap at this point is approximately 1.60km and removal would leave a gap of approximately 1.35km if the parcel did not remain open, equivalent to a reduction of approximately 24%. The gap is therefore narrow and removal would lead to a partial reduction in settlement separation. The importance of the gap is also somewhat reduced due to the motorway.</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield, as well as further dense woodland directly in the gap between this parcel and Smallfield, means that the sensitivity of the gap to visual coalescence is somewhat more limited.</p> <p>In reality, the retained gap would be no less than that which already exists along Smallfield Road to the north.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by woodland and there is no built form. The parcel is therefore considered to be undeveloped.</p> <p>Given the density of the woodland within the parcel, the parcel does not exhibit an open character; however, the loss of woodland itself and its replacement with built form would be readily appreciable at the local scale.</p> <p>The boundaries of the parcel are average: the northern and western boundaries are defined by well-established trees, however, given the number of well-established trees within the parcel and the number adjoining the parcel, the northern and western boundaries are poorly defined; the eastern boundary is defined by the urban area; and the southern boundary is defined by residential curtilage. The parcel is readily appreciable at the local scale but there is a relatively limited degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

The parcel is not contiguous with the existing urban area of Horley. The parcel is detached from – and therefore poorly related to – the existing urban area. Whilst not in the urban area, approximately 26% of the boundary is contiguous with the Close.

The boundaries of the parcel are mixed: the northern boundaries are defined by residential curtilage and the eastern, western and southern boundaries are defined by fences with intermittent trees. Overall, the boundaries are considered to be weak.

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.

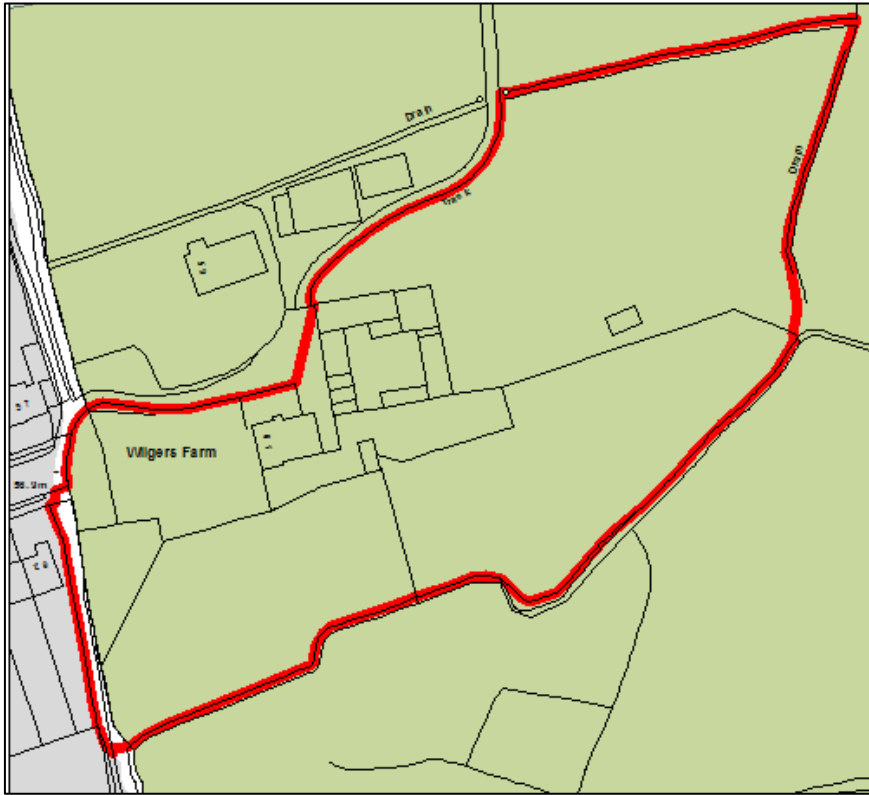
**Moderate importance to
Green Belt**

Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and the urbanisation of Gatwick Airport to the south. The existing settlement gap at this point is approximately 0.38km and removal would leave a gap of approximately 0.27km if the parcel did not remain open,

**Low importance to
Green Belt**

<p>equivalent to a reduction of approximately 29%. The gap is therefore essential and removal would lead to a critical reduction in settlement separation. However, due to the geographic location of the parcel, there would not be any further reduction in separation if it was to be developed. The role played by the parcel itself in this gap is therefore considered to be more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is largely open with an appearance of grazing land with various trees scattered around its boundaries. The parcel is open to the side private garden of 17 The Close and contains some ancillary-type structures. There is no built form within the parcel, it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are considered to be weak: the northern boundaries are defined by residential curtilage and the eastern, western and southern boundaries are defined by fences with intermittent trees. The parcel is not readily appreciable at the local scale. There is a low degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

At least 7% of the boundary is contiguous with housing and urban development in Horley. The majority of the parcel is therefore detached from – and poorly related to – the existing urban area. The parcel is therefore not contained.

The north western, western, eastern and southern boundaries are defined by well-established trees; the remainder of the northern boundary runs through the centre of the farmyard. The boundaries are therefore considered to be average.

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.

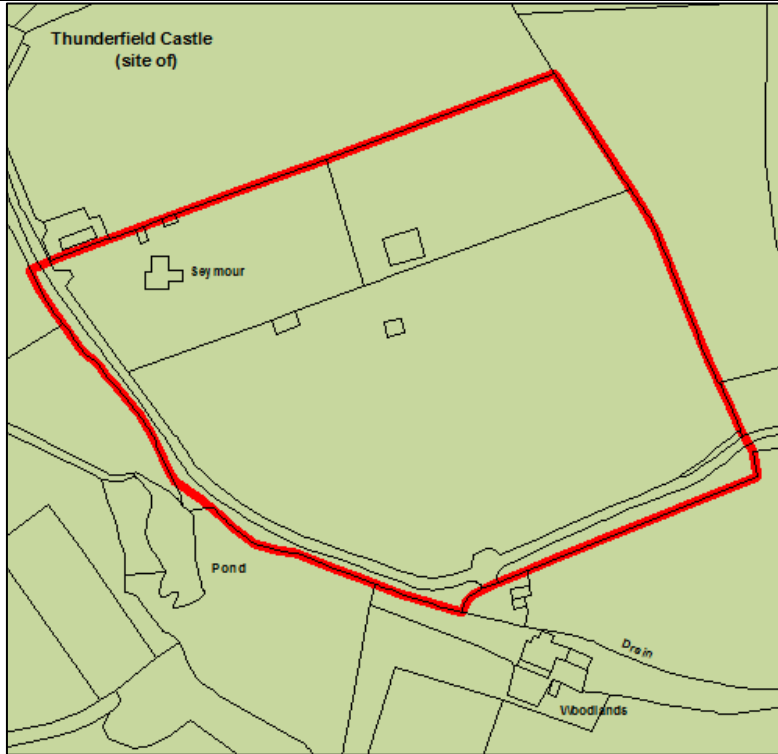
**Moderate
importance to
Green Belt**

Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and Smallfield. The existing settlement gap at this point is approximately 1.74km and removal would leave a gap of approximately 1.57km if the parcel did not remain open, equivalent to a reduction of approximately

**Low
importance to
Green Belt**

<p>10%. The gap is therefore narrow and removal would lead to a limited reduction in settlement separation. The importance of the gap is also somewhat reduced by the motorway.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. The parcel is characterised by open grazing / agricultural land and well established trees. The built form is contained in the north of the parcel at Wilgers Farm. The built form occupies approximately 18.0% of the parcel, it is therefore considered to be largely undeveloped.</p> <p>The boundaries of the parcel are average: the north western, western, eastern and southern boundaries are defined by well-established trees and the remainder of the northern boundary runs through the centre of the farmyard. At the local scale the parcel is not readily appreciable and at the wider scale there is a relatively low degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>


Purpose 1: To check the unrestricted sprawl of large built-up areas

The parcel is not contiguous with the existing urban area of Horley. The parcel is detached from – and therefore poorly related to – the existing urban area.

The boundaries of the parcel are defined by well-established trees. The boundaries are therefore considered to be strong.

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.

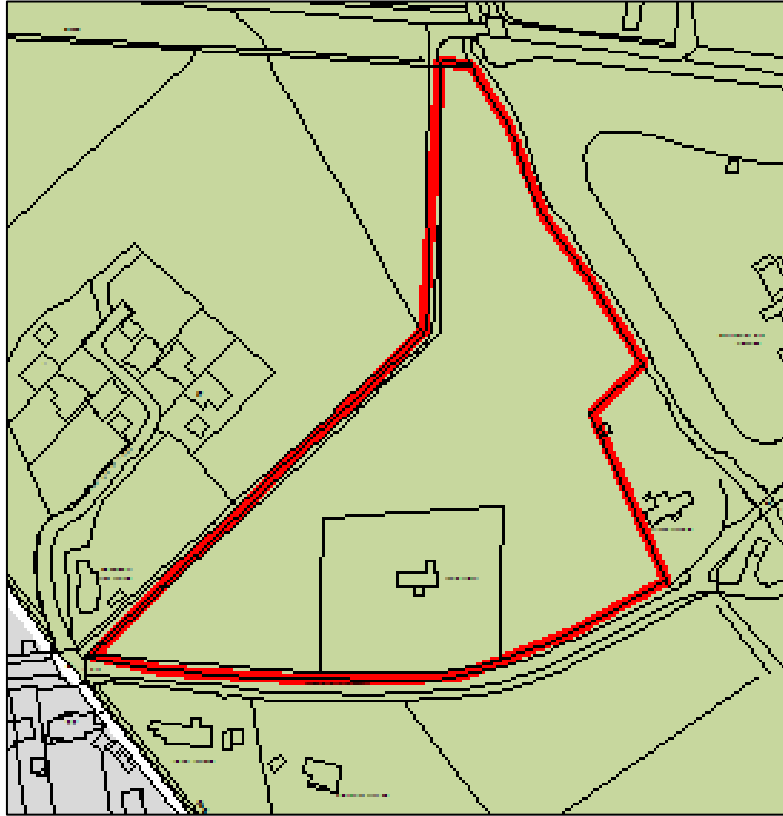
**Moderate
importance to
Green Belt**

Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and the built up area of Smallfield. The existing settlement gap at this point is approximately 1.50km and removal would leave a gap of approximately 0.85km if the parcel did not remain open, equivalent to a reduction of approximately 43%. The gap is therefore considered to be essential and removal would lead to a critical reduction in settlement separation. The importance of the gap is however somewhat reduced by the motorway.

**High
importance to
Green Belt**

<p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. The parcel is characterised by open grazing/ agricultural land and well established trees. The built form is contained in the north of the parcel. The built form occupies approximately 4.7% of the parcel, it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are strong: the boundaries are defined by well-established trees. At the local scale the parcel is not readily appreciable and at the wider scale there is a relatively limited degree of inter-visibility between the parcel and the wider area.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

The parcel is not contiguous with the existing urban area of Horley. The parcel is detached from – and therefore poorly related to – the existing urban area. The parcel is therefore not contained.

The northern, eastern and western boundaries are defined by well-established trees. The southern boundary is defined by well-established trees and a narrow country lane. The boundaries are considered to be strong.

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.

**Moderate
importance to
Green Belt**

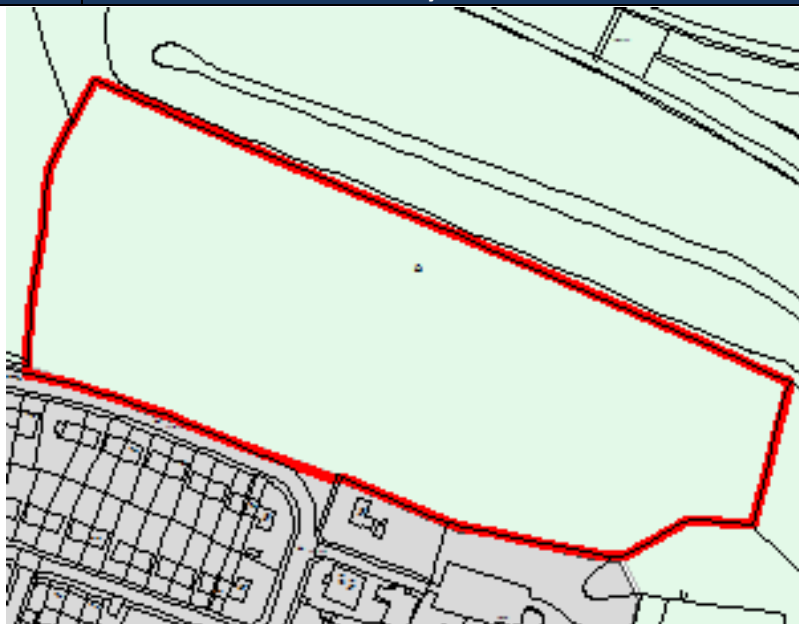
Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and the built up area of Smallfield. The existing settlement gap at this point is approximately 1.50km and removal would leave a gap of 1.40km, equivalent to a reduction of approximately 7%. The gap is therefore

**Low
importance to
Green Belt**

<p>considered to be narrow and removal would lead to a limited reduction in settlement separation. The importance of the gap is somewhat reduced by the motorway.</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield, as well as further dense woodland directly in the gap between this parcel and the village, means that the sensitivity of the gap to visual coalescence is somewhat more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. The parcel is characterised by open grazing / agricultural land and well established trees. The built form is contained in the south of the parcel along Haroldslea Drive. The built form occupies approximately 8.7% of the parcel, it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are strong: the northern, eastern and western boundaries are defined by well-established trees and the southern boundary is also defined by well-established trees and a narrow country lane.</p> <p>Given the number of well-established trees delineating the parcel, the parcel does not exhibit a particularly open character and there is relatively limited inter-visibility between the parcel and the wider countryside, However, its replacement with built form would be readily appreciable at the local scale. In visual terms, the parcel plays some role in providing a transition from the urban area to the countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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Purpose 1: To check the unrestricted sprawl of large built-up areas

At least 20% of the boundary is contiguous with housing and urban development in Merstham. The parcel is therefore partially contained and has some appreciable relationship with the urban area.

The boundaries of the parcel are mixed: the southern boundary adjoins the urban area of Merstham and is defined by Radstock Way; the western and northern boundaries are defined by well-established tree belts; and the eastern boundary is defined by a fence. The boundaries are considered to be strong.

Taking account of the factors above, the parcel is considered to be of low importance to this purpose.

**Low
importance to
Green Belt**

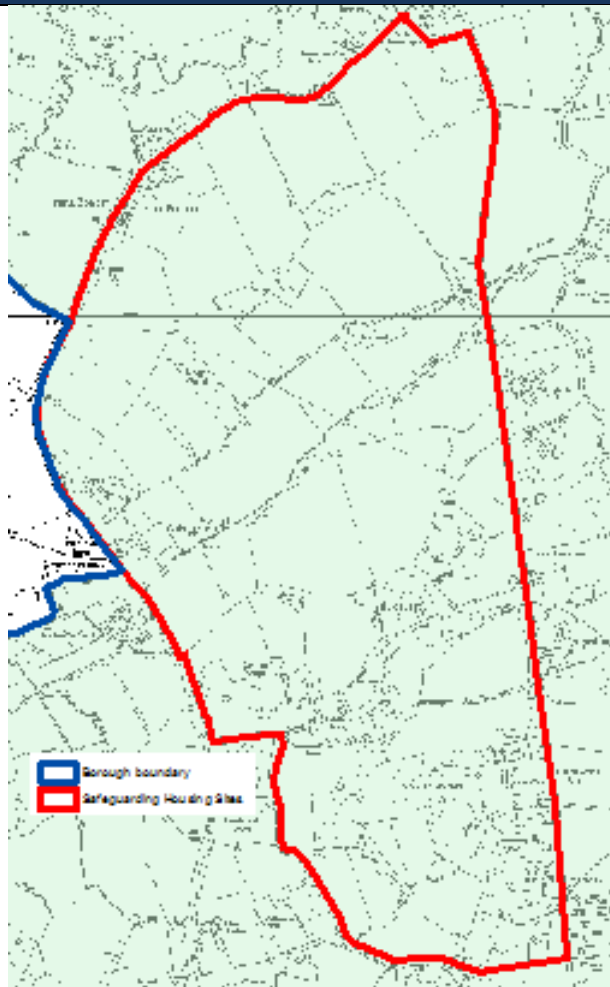
Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the settlements of Merstham and Caterham. The existing settlement gap to Caterham is approximately 2.60km and removal would leave a gap of approximately 2.40km, equivalent to a reduction of approximately 10%. The gap is therefore considered to be wide and removal would lead to a limited reduction in settlement separation. The importance of the gap is somewhat reduced by the motorway.

**Low
importance to
Green Belt**

<p>The parcel also lies between the main settlement of Merstham and the built up area of Netherne. The existing settlement gap at this point is approximately 2.88km and removal would leave a gap of approximately 2.82km, equivalent to a reduction of approximately 2%. The gap is therefore considered to be wide and removal would lead to a limited reduction in settlement separation. The importance of the gap is also somewhat reduced by the motorway.</p> <p>The parcel also lies between the main settlement of Merstham and the built up area of Coulsdon. The existing settlement gap at this point is approximately 4.18km and removal would leave a gap of approximately 4.09km, equivalent to a reduction of approximately 2%. The importance of the gap is also somewhat reduced by the motorway.</p> <p>The topography and intervening physical features are such that removal of this parcel is unlikely to significantly impact on the gap in visual terms, either at a local or more landscape scale. These features also reduce vulnerability to visual coalescence in this part of the gap and in particular, the presence of the M23 motorway means that even at a landscape scale, the settlement gaps are perceived as beginning to the east or north of the motorway network and in practice, the parcel therefore plays a limited role in the gap.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. There is no built form or other urbanising development within the parcel. Whilst it is in a more “manicured” use in the form of public open space, it retains a countryside character and is of a use specifically contemplated by the NPPF. The parcel is undeveloped.</p> <p>The boundaries of the parcel are strong: the southern boundary adjoins the urban area of Merstham and is defined by Radstock Way; the western and northern boundaries are defined by well-established tree belts; and the eastern boundary is defined by a fence. Whilst loss of openness of the parcel itself would be appreciable from the existing urban area and therefore a degree of encroachment would be perceived, the parcel is somewhat isolated from, and does not read as part of, the wider countryside at a landscape scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
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Purpose 1: To check the unrestricted sprawl of large built-up areas

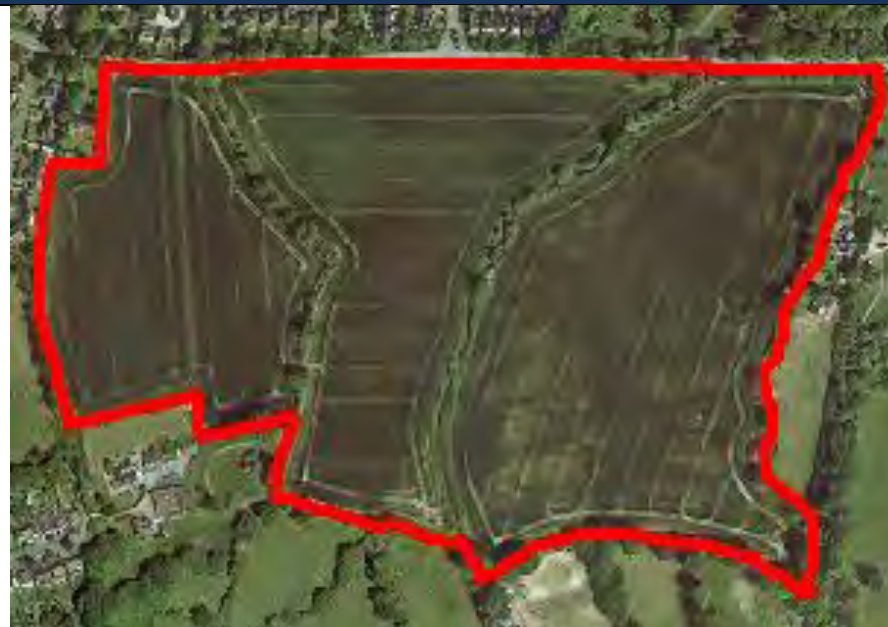
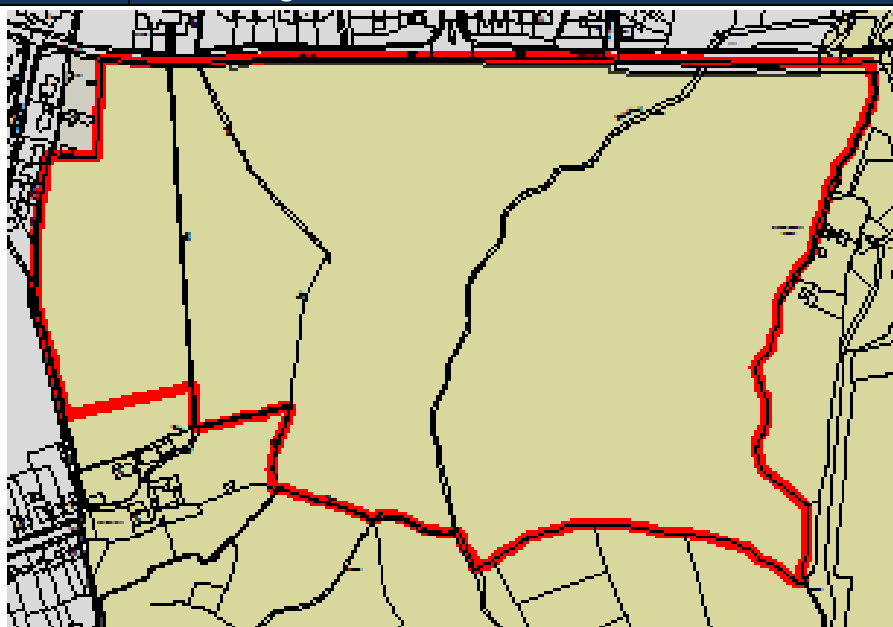
The parcel does not adjoin any existing built-up areas, even though it is adjacent to the very small community of Sidlow in the north which is washed over by the Green Belt. The parcel is therefore considered to be not contained.

The northern, eastern and western boundaries are formed of roads (Ironsbottom, A217, Ironsbottom and Crutchfield Lane). The southern boundary is in part defined by the narrow Crutchfield Lane and partly by the curtilage of an existing property. The southern boundary could be extended to follow the natural line of Crutchfield Lane. Overall, the parcel is considered to have strong boundaries.

**Moderate
importance to
Green Belt**

<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel is considered to be located between the built-up areas of Reigate and Horley. The existing settlement gap is approximately 3.5km. Release of this parcel would likely introduce a new urban area between these existing settlements/ villages. Settlement gaps would be significantly reduced by the release of this parcel: the gap between a new urban form on this parcel and Reigate would be reduced to approximately 1.1km at its narrowest, and the settlement gap to Horley would be reduced to around 0.5km at its narrowest. Settlement separation is currently characterised by a wide gap; however, removal of the parcel would result in a narrow gap between the new settlement and Reigate (equivalent to a reduction of 69%) and an essential gap between the new settlement and Horley (equivalent to a reduction of 86%). The parcel therefore plays a critical role in maintaining separation of existing settlement areas.</p> <p>It is also noted that the release of the parcel from the Green Belt could serve to promote a ribbon of urban development along the A217 between Reigate and Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. The parcel is characterised by a mixture of open grazing/ agricultural land and significant areas of dense woodland blocks and belts. The built form is characterised by a number of residential properties in large plots dispersed along the roads and a waste recycling centre in the south east of the parcel which includes a large area of hardstanding and a large industrial building which is considered to be a significant urbanising feature. Despite this, approximately 4.8% of the parcel is covered by built form/ urbanising development and it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are strong: the northern, eastern and western boundaries are formed of roads (Ironsbottom, A217 and Crutchfield Lane); and the southern boundary is defined in part by the narrow Crutchfield Lane and in part by the curtilage of an existing property.</p> <p>On balance, given the intervening areas and belts of woodland within the parcel there is not considered to be a material level of inter-visibility between the parcel and the wider countryside. There is however some localised visualised interrelationship along the road boundaries and its replacement with built form would be somewhat appreciable at the local scale.</p> <p>Taking into account the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 42% of the parcel is contiguous with the existing urban area of Horley. On this basis, the parcel is considered to be partially contained.

The boundaries of the parcel are mixed: the northern boundary is defined by Smallfield Road; the eastern boundary is formed by a relatively dense and consistent tree belt; the southern boundary is formed by field boundaries with a mixture of hedgerow and established trees; and the western boundary is defined by the existing urban area. Overall, the boundaries are considered to be strong.

Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.

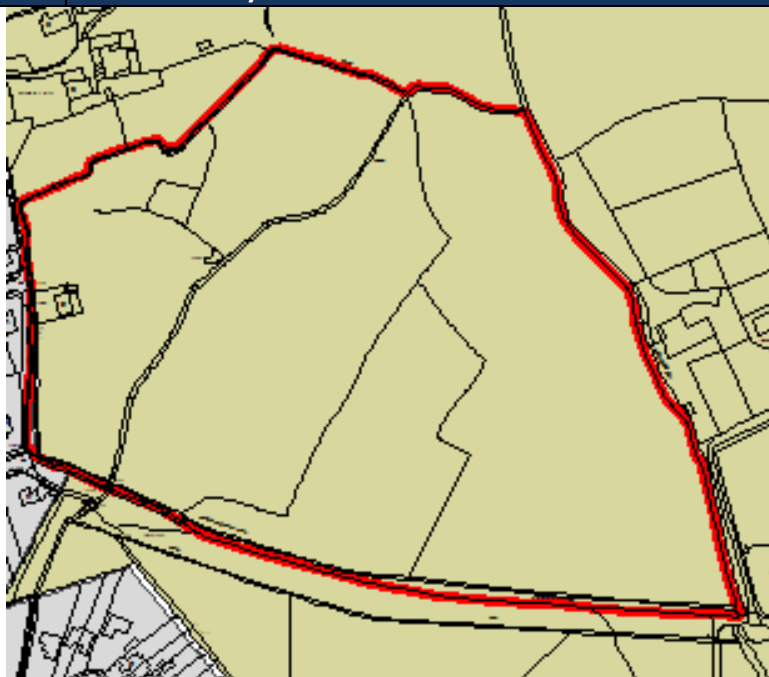
**Moderate
contribution
to Green Belt.**

Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km at its narrowest. Given the geographic location of the parcel, and in particular the existing extent of the built up area directly north of it, there would be no reduction in the width of the gap resulting from the removal of this parcel. As such, whilst the gap is considered to be a narrow gap, the role played by the parcel itself, and the sensitivity to its loss, is more limited.

**Low
contribution
to Green Belt.**

<p>The gap is somewhat sensitive to visual coalescence at a local scale, particularly as viewed when approaching Horley along Smallfield Road and the further loss of openness on the southern side of the road would serve to reinforce the perception of proximity between the two settlements.</p> <p>Taking account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The overriding character of the parcel is rural. The parcel is characterised by open agricultural fields. There is no identifiable built form or urbanising development within the parcel, it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel are strong. The boundaries are mixed: the northern boundary is defined by Smallfield Road; the eastern boundary is formed by a relatively dense and consistent tree belt; the southern boundary is formed by field boundaries with a mixture of hedgerow and established trees; and the western boundary is defined by the existing urban area. The openness of the parcel is appreciable particularly at the local scale from approaches to and from Horley along Smallfield Road and as a result there would be a perception of encroachment.</p> <p>Taking account of the factors above, the parcel is considered to be of a high importance to this purpose.</p>	<p>High contribution to Green Belt.</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt.</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt.</p>



Purpose 1: To check the unrestricted sprawl of large built-up areas

Approximately 15% of the parcel is contiguous with the existing urban area of Horley, with the parcel adjoining the urban area partially along its western boundary. Given the nature of the parcel, it would be somewhat of an unnatural extension of the existing built up area in isolation. The parcel is considered to be not contained.

The parcel boundaries are mixed: the southern boundary of the parcel is formed by a very dense and consistent block of woodland as well as a narrow private track; the eastern boundary is defined by the Burstow Stream with some variable tree cover along the river corridor; the northern boundary is formed by a woodland belt; and the western boundary is defined by a mixture of well-defined trees and agricultural curtilage. The boundaries are overall considered to be strong.

Taking into account the factors above, the parcel is considered to be of moderate importance to this purpose.

**Moderate
contribution
to Green Belt**

Purpose 2: To prevent neighbouring towns from merging into one another

The parcel lies between the main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.5km and this would be reduced to 1.4km if the parcel did not remain open, equivalent to a reduction of approximately 7%. However, the retained gap would be less than that which already exists along Smallfield Road to the north. This gap is

**Low
contribution
to Green belt**

<p>therefore considered to be a narrow gap; however, the parcel itself plays a more limited role and would result in only a limited reduction.</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield, as well as further dense woodland directly in the gap between this parcel and the village, means that the sensitivity of the gap to visual coalescence if this parcel were developed is somewhat more limited.</p> <p>Taking into account of the factors above, the parcel is considered to be of low importance to this purpose.</p>	
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel consists entirely of open land in agricultural/ grazing use, with internal irregular field divisions created by hedgerow and trees, there is very limited built/ urbanising development within the parcel, with only a single, semi-derelict dwelling in the west of the parcel. Overall, less than 5% of the parcel is covered by built development and it is therefore considered to be undeveloped.</p> <p>At a local scale, the loss of openness from the parcel itself would be readily appreciable. Additionally, the relative weakness of parts of the northern boundary means that the parcel is perceived as a well related part of the wider countryside, with a particular degree of inter-visibility with parcels to the north and east. This is amplified by the low lying and generally flat nature of the landscape in this area to the east of Horley which gives rise to the possibility of long range views across this and other adjoining parcels of open countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of high importance to this purpose.</p>	<p>High contribution to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is a significant distance from Redhill and Reigate town centres and plays no role in conserving the historic character or setting of the historic towns.</p> <p>Taking into account the factors above, the parcel is considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/ regeneration opportunities.</p> <p>The parcel is therefore considered to be of low importance to this purpose.</p>	<p>Low importance to Green Belt</p>

Appendix 6: Sustainability Appraisal of sites

The 16 objectives that sites were assessed against are set out in the table below. Further information on these objectives and the process used can be found in the Sustainability Appraisal.

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

The coding used to rank the objectives is as follows:

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

Site	Sustainability Objective																Comments
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
BAN1 - Land North of Croydon Lane	++	-	0	-	0	+	+	-	0	++	++	0	0	0	0	0	This site has an estimated capacity of 311 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. On other sustainability issues, the impact of development on this site would be fairly neutral.
BAN2 - Land South of Croydon Lane	++	0	0	-	0	+	+	-	0	++	++	0	+	0	--	0	This site has an estimated capacity of 328 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. However, the landscape impact of development on this site is likely to be negative due to its location in a narrow gap between settlements.
BAN3 - Land South of Woodmansterne Lane	++	0	0	-	0	+	+	-	0	++	++	0	0	0	--	0	This site has an estimated capacity of 187 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. Although the impact of development on most other sustainability issues is likely to be neutral, the landscape impact is likely to be negative due to its location in a narrow gap between settlements.

BAN4 - Land East of Park Road	++	0	-	-	0	+	0	-	0	++	++	0	0	0	--	0	This site has an estimated capacity of 470 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The site currently contains employment uses that may be lost in any redevelopment, impacting on economic sustainability in the area. There are listed buildings on the site, as well as conservation area and historic park and garden designations, so development may affect these heritage assets. The heritage assets in the south of the site also contribute to the landscape's high sensitivity to change, and development would also substantially alter the landscape by reducing the gap between two settlements.
BAN5 - Land West of Park Road	++	-	-	0	0	+	+	0	0	++	++	0	0	0	-	0	This site has an estimated capacity of 515 housing units at a density of 30dph. The site scores well for not being located within any flood zones, and receives a neutral score for sustainable transport and carbon emissions because of easy access to a road with multiple bus routes as well as proximity to the town centre of Banstead. However, the landscape impact of development on this site is likely to be negative due to the high sensitivity to change of the southern part of the site, which also contains a number of listed buildings and is covered by a conservation area designation.
BAN6 - Land North of Woodmansterne Lane	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	0	This site has an estimated capacity of 105 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities is likely to increase car use. Development on the site would also be likely to have a negative effect on landscape character in the area by extending the urban area north of Woodmansterne Lane.

BAN7 - Land at Boundary Farm, Woodmansterne	++	0	0	-	0	+	+	-	0	++	++	0	0	0	-	0	This site has an estimated capacity of 154 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities is likely to increase car use. Development on the site would also be likely to have a negative effect on landscape character in the area by extending the urban area north of Woodmansterne Lane.
BAN8 - Land South of Cunningham Road, Woodmansterne	++	0	0	--	0	+	+	-	0	++	++	0	0	0	0	-	This site has an estimated capacity of 122 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is entirely located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.
BAN9 - Land Off Kingscroft Road, Woodmansterne	++	-	0	--	0	+	+	-	0	++	++	0	0	0	0	-	This site has an estimated capacity of 187 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is entirely located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.

HE01 - Land at Haroldslea Drive, Horley	--	0	0	-	+	0	0	-	0	--	--	0	+	0	0	-	Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores very badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is potentially contaminated at present, so development here would help to reduce land contamination in the borough; and as the site is currently overgrown and contains derelict farm buildings, development on this site may be seen as a positive use of previously developed land that would not have a negative impact on the landscape. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.
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HE05 - Land at Harrowsley Green Farm	+	0	0	-	0	+	+	-	0	-	-	0	+	0	-	0	Taking into account flood constraints, this site has an estimated capacity of 56 housing units at a density of 30dph. Most of the site falls within flood zones 2 and 3. The site scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities is likely to increase car use. The site is potentially contaminated at present, so development here would help to reduce land contamination in the borough. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area. The site scores negatively for landscape impact because of its very isolated nature within the countryside in an area of medium to high sensitivity to change. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.
HE09 - Land at Newstead Hall, Horley	--	0	0	-	0	0	0	-	0	--	--	0	0	0	0	-	Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to increase car use. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area. The majority of the site is also covered with trees that have tree protection orders on them, creating a further conflict between environmental protection and development.

HE10 - Land Rear of 17 The Close, Horley	+	0	0	-	0	+	+	-	0	0	0	0	0	-	--	0	Taking into account flood constraints, this site has an estimated capacity of 46 housing units at a density of 30dph. Part of the site falls within flood zones 2 and 3, but there is still a relatively large proportion of the site that can be built on. The site scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities and limited bus service is likely to increase car use. The site is located very close to an air quality management area, and the requirement to not worsen air quality in this area may be a problem for development. The proximity to Gatwick Airport and the A23 road may also have negative noise and air pollution impacts on residents of a development on this site - in particular, the site is within the 57dB noise contour of the airport, which is usually considered a threshold for community noise annoyance. Development on this site would be likely to have a significant negative impact on landscape character by reducing the gap between Horley and Gatwick Airport, and removing part of the Gatwick Open Setting that the site falls within.
HE11 - Land Adjoining 61 Silverlea Gardens, Horley	-	0	-	0	0	0	0	0	0	-	-	0	+	0	0	0	Because of significant flood constraints, this site has an estimated capacity of only 3 housing units at a density of 30dph. Much of the site falls within flood zones 2 and 3. The site will have a neutral impact on economic sustainability due to the lack of possible development on the site. The site receives a neutral score for sustainable transport and carbon emissions because of its relative closeness to facilities. The site contains some listed buildings that are not well-shielded and may be affected by development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough.

HE14 - Seymour, Haroldslea Drive, Horley	--	-	0	--	0	0	0	-	0	--	--	0	+	0	-	0	Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores very badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to significantly increase car use - to the extent that the site also scores badly for health issues because of the unlikelihood of residents being able or willing to walk or cycle from this location. The site scores negatively for landscape impact because of its very isolated nature within the countryside in an area of medium to high sensitivity to change. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough.
HE15 - Thors Field, Haroldslea Drive, Horley	--	0	0	-	0	0	0	-	0	--	--	0	0	0	0	-	Housing capacity for this site has not been calculated, as the site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3, and receives very bad scores on housing, flooding, and climate change adaptation issues because of this, as well as having a neutral impact on economic sustainability due to the lack of possible development on the site. The site also scores badly for sustainable transport and carbon emissions because its distance from the majority of facilities, as well as the distance to local bus services, is likely to significantly increase car use. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area.

M21 - Land North of Radstock Way, Merstham	++	-	0	--	-	+	+	-	0	++	++	0	0	-	0	0	<p>This site has an estimated capacity of 77 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The land is currently used as a recreation ground, the removal of which would affect the health of local residents unless the recreation ground were reprovided somewhere else nearby; this could also be seen as contrary to the objective of using previously developed land to the best effect. The site is located very close to an air quality management area, and the requirement to not worsen air quality in this area may be a problem for development. The proximity to the M23 and M25 motorways may also have negative noise and air pollution impacts on residents of a development on this site.</p>
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M26 - Land at Chaldon, Alderstead, and Tollsworth Farm

++	+	-	0	0	++	++	0	0	++	++	0	+	-	--	-
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This site has an estimated capacity of 3723 housing units at a density of 30dph. The site scores well for not being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. There are some listed buildings on the site which may be affected by development, and development on the site may also have a negative effect on the nearby Netherne conservation area. A number of areas of ancient woodland, actual and potential sites of nature conservation importance, and sites of special scientific interest fall within the site, and there may be some conflict between biodiversity and conservation needs and the impulse to maximise development. The site is close to the M25 motorway, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site and its proximity to the village of Netherne - the landscape of the surrounding area would be changed beyond recognition by a development of this size. The entire site falls within the area of great landscape value or area of outstanding natural beauty designations, and development would also impact these important and protected designations. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough.

RE19 - Nutfield Lodge, Redhill	+	0	0	-	0	+	+	-	0	++	++	0	+	0	-	0	<p>This site has an estimated capacity of 54 housing units at a density of 30dph. The site scores well for not being located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from existing facilities is likely to increase car use. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is very close to a fairly large number of biodiversity assets, including ancient woodland, a biodiversity opportunity area, and a site of nature conservation importance. The impact of development on the landscape character is likely to be negative due to the sloping topography of the site and the close proximity to the area of great landscape value designation.</p>
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SAL1 - Land West of Picketts Lane	++	+	0	+	0	++	++	0	0	+	+	0	+	-	-	-	<p>This site has an estimated capacity of 1012 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The very close proximity to Salfords local centre and train station gives this site a good score for sustainable transport and carbon emissions. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. There are two areas of ancient woodland and a potential site of nature conservation importance within the site. The site is close to a busy railway line and an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character in the area, due to the high sensitivity to change of much of the site; and due to the size of the site, which would essentially double the size of the existing town of Salfords.</p>
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SAL2 - Land South of Whitebushes Estate	++	+	0	0	0	++	++	0	0	+	+	0	+	-	-	-	<p>This site has an estimated capacity of 683 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. There is an area of ancient woodland and three potential sites of nature conservation importance within the site. The site is partially located within a biodiversity opportunity area, which may create conflict between maximising development opportunities and encouraging opportunities for enhanced biodiversity in the area. The site is close to a busy railway line and an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character on the area, due to the size of the site and the amount to which it would reduce the gap between two settlements.</p>
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SAL3 - Land North of Honeycrook Lane	++	+	-	+	0	+	+	0	0	+	+	0	+	-	-	0	This site has an estimated capacity of 330 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones. The very close proximity to Salfords local centre and train station gives this site a good score for sustainable transport and carbon emissions. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. However, there are four listed buildings on the site that may be affected by development. A small amount of the site is within a biodiversity opportunity area, but this area is small enough that it should be possible to develop without damaging biodiversity. The site is close to a busy railway line and an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character on the area, due to the high sensitivity to change of much of the site; and due to the size of the site, which would significantly reduce the gap between two settlements.
SAL4 - Land East of Masons' Bridge Road	++	0	0	-	0	+	+	-	0	+	+	0	+	0	-	0	This site has an estimated capacity of 391 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones, but receives a bad score for sustainable transport and carbon emissions because its distance from train stations and other facilities is likely to increase car use. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. Development on the site is likely to have a negative impact on landscape character in the area, due to significantly expanding the size of South Earlswood.

SAL5 - Land West of Montfort Rise	++	+	-	0	0	+	+	0	0	+	+	0	0	0	-	0	This site has an estimated capacity of 242 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones. The site is fairly close to Salfords local centre and train station, and to regular bus services. The site could include some additional open space and would be suitable for walking due to its sustainable location, potentially improving the health of residents. Development on the site is likely to have a negative impact on landscape character on the area, due to the size of the site and the amount to which it would enlarge the town of Salfords, and its location in an area of high sensitivity to change.
SAL6 - Land West of Bonehurst Road	++	0	0	0	0	+	+	0	0	+	+	0	+	-	-	0	This site has an estimated capacity of 344 housing units at a density of 30dph. The site scores well for only being partially located within any flood zones. The site is fairly close to Salfords local centre and train station, and to regular bus services. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to an industrial estate, which may have negative noise and air pollution impacts on residents of a development on this site. Development on the site is likely to have a negative impact on landscape character on the area, due to the size of the site and the amount to which it would enlarge the town of Salfords, the reduction it would cause in the gap between two settlements, and its location in an area of high sensitivity to change.

SAS1 - Redhill Aerodrome	++	+	0	0	0	++	++	0	0	0	0	0	+	0	--	0	<p>This site has an estimated capacity of 1312 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside.</p>
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SAS2 - Land at Ironsbottom	++	+	-	0	0	++	++	0	0	+	+	0	+	-	--	0	<p>This site has an estimated capacity of 2396 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. There are a large number of listed buildings on and next to the site, and these may be affected by development. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site and its proximity to the village of Sidlow - the landscape of the surrounding area would be changed beyond recognition by a development of this size.</p>
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SAS3 - Land South of Duxhurst Lane	++	+	0	-	0	++	++	-	0	+	+	0	+	-	--	0	<p>This site has an estimated capacity of 1250 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, and access to this site would be difficult due to the narrow country roads. A site of this size could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside.</p>
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SAS4 - Land at Crutchfield Lane	++	+	0	-	0	++	++	-	0	+	+	0	+	-	-	--	<p>This site has an estimated capacity of 1046 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, and access to this site would be difficult due to the narrow country roads. A site of this size could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside. Large parts of the site are taken up by areas of ancient woodland and actual and potential sites of nature conservation importance, which may introduce a conflict between maximising development and biodiversity and conservation needs.</p>
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SAS5 - Duxhurst	++	+	0	0	0	++	++	0	0	+	+	0	+	0	--	-	<p>This site has an estimated capacity of 4692 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, and for the large amount of employment uses and construction jobs that could be generated by a site of this size. The site is currently some distance from sustainable transport facilities, but a new settlement of significant size could be planned around sustainable travel from the start, and could include significant amounts of open space and recreation and health facilities, having a positive impact on the health of residents of a new development. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. The site is close to the A217, which may have negative noise and air pollution impacts on residents of a development on this site. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside, and the impact it would have on the village of Sidlow. Large parts of the site are taken up by areas of ancient woodland and actual and potential sites of nature conservation importance, which may introduce a conflict between maximising development and biodiversity and conservation needs.</p>
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SPW09 - Land at Shepherd's Lodge Farm	+	+	0	-	0	+	+	-	0	++	++	0	0	0	--	0	This site has an estimated capacity of 38 housing units at a density of 30dph. The site scores well for having only a very small area of flood zone, and is located near a major park that could encourage healthy activities among residents. The site receives a bad score for sustainable transport and carbon emissions because its distance from train stations and employment areas is likely to increase car use. The development is likely to have a significant negative impact on landscape character due to the size of the site in a currently undeveloped area in the countryside. Development on the site would have a significant negative impact on landscape character due to the sloping topography of the site, the location on a wooded hillside that forms part of the setting of Reigate, and the close proximity of the area of great landscape value designation.
SPW15 - Land North of Slipshatch Road, Reigate	++	-	0	--	0	+	+	-	0	+	+	0	+	0	--	0	This site has an estimated capacity of 296 housing units at a density of 30dph. The site scores well for only partially being located within any flood zones, but receives a very bad score for sustainable transport and carbon emissions because its distance from the majority of facilities and from bus services is likely to increase car use - consequently, it also receives a bad score for health and wellbeing due to the likelihood that residents will not be able or willing to walk or cycle from this site. The site may be somewhat contaminated at present, so development here would help to reduce land contamination in the borough. Development on the site would have a significant negative impact on landscape character due to the close proximity of the area of great landscape value designation and the isolated nature of the site within the countryside.

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

Appendix 7: Overall conclusions for sites

This table summaries all the technical work that was undertaken for Task 2 and 3. The numbers and colours in the conclusion column are graded as follows:

++	Very positive
+	Slightly Positive
0	Neutral
-1	Slightly Negative
--1	Very negative

Site name	Estimate Capacity (at 30 dph)	Site type /spatial option	Constraints	Infrastructure issues	Flood risk	Land Availability and Assembly	Green Belt Review summary	Sustainability Appraisal summary	Conclusion
BAN1 : Land north of Croydon Lane	311	Small urban extension	Playing fields in the west of site a constraint to overall developable area. No absolute constraints / showstoppers. The land parcel forms part of the Chalk Down with Woodland (CD3) landscape character. The borough's landscape character assessment concluded that although the quality of the landscape is mixed, the value of the Green belt as a strategic separator between the borough's urban areas and the settlement edge at the southern fringe of London is very valuable and therefore there is a medium sensitivity to development. Around the prison and the A2022, the report suggested that there are areas of lower landscape condition and sensitivity due to the prominence of the built up area and 'horsiculture'. There are a number of formal recreation facilities in the west of the land parcel which belong to Greenacre School - development would either need to avoid/ may need to re-provide these facilities.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	Land ownership is unknown. The land owner of Fairholme Farm has indicated that they no longer wish to promote their site for housing development. The remainder of the land parcel is not being promoted for development.	Overall contribution: 9 (1 low importance - 15 high importance) Checking sprawl: moderate importance Settlement separation: higher importance Safeguarding countryside: moderate importance Setting of historic towns: lower importance To assist in regeneration: lower importance	54	Part absolute constraints No flood issues Some land availability issues OK on sustainability Moderate on green belt 0
BAN2: Land south of Croydon Lane	328	Small urban extension	The land parcel is within an area of medium sensitivity to development. Only land separating Banstead and Woodmansterne.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.	There are no waterbodies within the land parcel and not within Flood Zones 2/3. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.	There are a number of landowners and the majority of the land parcel has been promoted for housing development. <u>Western part of the land parcel</u> : planning permission has been recently granted for the redevelopment of Hengest Farm to	Overall contribution: 9 (1 low importance - 15 high importance). Checking sprawl: moderate importance Settlement separation: crucial	54	Crucial area of separation between towns. -- 1

				<p>Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>		<p>provide 7 dwellings. The planning permission (16/01639/F) included condition 17 that the adjoining land would be used for grazing/ agriculture to endure the openness of Green Belt (Borough Plan policy Co1). Eastern part of the land parcel: planning permission has recently been refused and dismissed at appeal for use as a burial site.</p>	<p>(higher importance) Safeguarding countryside: moderate importance Setting of historic towns: lower importance To assist in regeneration: lower importance</p>		
BAN3: Land south of Woodm anstern e Lane	187	Small urban extension	<p>Landscape characteristics slightly constrain development potential - land levels fall from north to south. The land parcel is within an area which is identified in the Borough's Landscape Assessment as medium sensitivity to development.</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions.</p> <p>Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation.</p> <p>The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.</p> <p>Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.</p>	<p>The land parcel is owned by a number of private individuals and is being promoted for housing development. A developer, Rydon Homes Ltd, has an option agreement on the site.</p>	<p>Overall contribution: 10 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate importance Settlement separation: higher importance Safeguarding countryside: higher importance Setting of historic towns: lower importance To assist regeneration: lower importance</p>	53	0
BAN4: Land east of Park Road	470	Small urban extension	<p>Heritage concerns - development would need to avoid and be sensitively designed to protect the listed building, historic garden, C18th wilderness woodland and conservation area. Environmental health noted that investigation would be required SW corner buildings. Although, this was not considered to be an overriding constraint to development. The borough's landscape assessment concluded that the northern part of the land parcel has a medium sensitivity to development and the southern part of the land parcel has a high sensitivity to development. The land parcel adjoins the North Downs Biodiversity Opportunity Area to the south</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions.</p> <p>Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation.</p> <p>The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.</p> <p>Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of</p>	<p>No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.</p>	<p>Mixed ownership - number of private individuals and Queen Elizabeth Foundation. Part of the land parcel adjoining Yewlands Close has previously been promoted to the Council for development. The remainder of the parcel has not.</p>	<p>Overall contribution: 12 (1 low importance - 15 high importance).</p> <p>Checking sprawl: higher importance Settlement separation: higher importance Safeguarding countryside: higher importance Setting of historic</p>	50	--1

			and east.	transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.			towns: moderate importance To assist regeneration: low importance		
BAN5: Land west of Park Road	515	Medium urban extension	Some concern would need to be given to the conservation area and historic setting but not an overriding constraint to development. Noted interesting field pattern. The borough's landscape assessment concluded that the northern part of the land parcel abutting the urban area has a low to medium sensitivity to development and the southern part of the land parcel has a higher sensitivity to development. There are a number of TPOs in the north east of the land parcel and groups of TPOs adjoining the land parcel to the north and east. There are cricket facilities and the area is used as an informal extension to the park.	This would have potential to impact adversely on the local road network, depending on location relative to existing network "hotspots". However, there is potential to attribute the impact to this development and therefore to require it to fund and /or deliver mitigation. Public transport is available near to the development, and there will be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, minimising negative impacts on the highway network. There may be access to existing local centres providing for everyday shopping and service needs, including early years and primary school in the established residential area. There may also be potential for some small scale non-residential uses if there is demand, within the area. It is likely to be relatively easy and inexpensive to connect to existing utilities as extensions from the adjoining existing residential area. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, although it may impact adversely on surface flooding, it may not be large enough to provide mitigation on-site.	There are no waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the south east and north of the land parcel have been identified as being at risk of surface water flooding. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	Mixed ownership - private individuals, Banstead Cricket & Sports Club, Conifercourt Leisure Ltd and Reigate & Banstead Borough Council. The land parcel has not been promoted for development. There is understood to be a legal covenant on part of the site.	Overall contribution: 9 (1 low importance - 15 high importance). Checking sprawl: lower importance Settlement separation: higher importance Safeguarding countryside: moderate importance Setting of historic towns: moderate importance To assist in regeneration: low importance	54	+1
BAN6: Land north of Woodm anstern e Lane	105	Small urban extension	The borough's landscape assessment concluded that the site has a medium sensitivity to change. There are areas of ancient woodland in the north and west of the land parcel. The northern part of the land parcel is within the East of Hengest Farm potential SNCI. Some further environmental health investigation would be required due to the previous use of the land as a farm - considered low risk.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	Land ownership is unknown. The land parcel has not been promoted for residential development.	Overall contribution: 9 (1 low importance - 15 high importance). Checking sprawl: moderate importance Settlement separation: moderate importance Safeguarding countryside: higher importance Setting of historic towns: lower importance To assist in regeneration: lower importance	52	0

				connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.					
BAN7: Land at Boundary Farm, Woodm anstern e	154	Small urban extension	The land parcel has a medium sensitivity to change. The East of Hengest Farm potential SNCI adjoins the land parcel to the north. An area of ancient woodland adjoins the land parcel to the north and east.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	There are no waterbodies within the land parcel and not within Flood Zones 2/3. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.	Land ownership is unknown. The land parcel has not been promoted for residential development.	Overall contribution: 8 (1 low importance - 15 high importance). Checking sprawl: moderate importance Settlement separation: moderate importance Safeguarding countryside: moderate importance Setting of historic towns: lower importance To assist in regeneration: lower importance	52	0
BAN8: Land south of Cunningham Road, Woodm anstern e	122	Small urban extension	The land parcel is within the North Downs Biodiversity Opportunity Area. Topography could result in relatively prominent visual impact.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-	There are no waterbodies within the land parcel and not within Flood Zones 2/3. A small area of land to the south east of the parcel has been identified as being at risk of surface water flooding. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	Land ownership is unknown. The land parcel has not been promoted for residential development.	Overall contribution: 10 (1 low importance - 15 high importance). Checking sprawl: higher importance Settlement separation: moderate importance Safeguarding countryside: higher importance Setting of historic towns: lower importance To assist in regeneration: lower importance	51	--1

				off. However, it is unlikely to be large enough to provide mitigation on-site.					
BAN9: Land off Kingscr oft Road, Woodm ansterne	187	Small urban extension	The southern part of the land parcel slopes quite steeply downwards towards the southern boundary. The borough's landscape assessment concluded that the majority of the land parcel has a low to medium sensitivity to development but that the southern tip has a high sensitivity to development. The land parcel is within the North Downs Biodiversity Opportunity Area.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CiL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	There are no waterbodies within the land parcel and not within Flood Zones 2/3. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.	The land parcel has been split into 94 plots and the council has landownership details for the majority of plot holders. 21 of the 94 plot holders have promoted their sites for housing. Should the parcel be brought forward on a self-build basis there may be achievability challenges regarding the provision of necessary supporting infrastructure improvements which would need to be funded up front by individual plot owners. No existing uses would need to be relocated/ re-provided.	Overall contribution: 11 (1 low importance - 15 high importance). Checking sprawl: higher importance Settlement separation: higher importance Safeguarding countryside: higher importance Setting of historic towns: lower importance To assist in regeneration: lower importance	51	--1
HE01: Land at Haroldsl ea Drive	Housing capacity for this site has not been calculated - site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3.	N/A	The borough's landscape assessment concluded that the landscape character has a medium sensitivity to change; however, the land parcel does not display many of the specific landscape characteristics - it is severely overgrown and there are a number of established trees. The western and northern parts of the land parcel fall within the River Mole Biodiversity Opportunity Area. A group of TPOs adjoins the eastern boundary of the land parcel. Access to the site is constrained - it is via Haroldsllea Drive. Possible land contamination due to former use. Development is subject to aerodrome safeguarding constraints - all structures over 45m.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CiL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	The Burstow stream forms the eastern boundary of the parcel. Flood risk severely constrains development potential - the entirety of the parcel is within Flood Zone 2 and the eastern boundary is within Flood Zone 3. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	Land ownership details are known and the parcel has been actively promoted for housing development.	The site is not currently within the Green Belt but has been assessed as part of the Green Belt Review. Overall contribution: 10 (1 low importance - 15 high importance). Checking sprawl: higher contribution Settlement separation: moderate contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration:	40	--1

HE04: Land at Wilger's Farm	30 – 60 dwellings	Small urban extension	Within an area of medium to high landscape sensitivity and displays many of the landscape characteristics such as well-developed hedgerows. The majority of the parcel falls within the River Mole BOA.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	Flood risk severely constrains development potential - the majority of the parcel is within Flood Zone 2 and some areas in the east, west and centre of the parcel fall within flood zone 3. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	Landownership is known. The parcel has been actively promoted for housing development. There is not known to be any developer interest. No legal/ ownership constraints have been identified and no existing uses would need to be relocated.	The site is not currently within the Green belt but has been assessed as part of the Green Belt Review. Overall contribution: 8 (1 low importance - 15 high importance) Checking sprawl: moderate contribution Settlement separation: lower contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution		--1
HE05: Land at Harrows ley Green Farm	139 - 279	Small urban extension (site is not attached to settlement)	The listed building would need to be retained. Some regard would need to be given to the historic landscape field boundaries. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics such as medium-sized fields and well-developed hedgerows. Development would need to be mindful of long-distance views. The northern half of the land parcel falls within the River Mole Biodiversity Opportunity Area. Development is subject to aerodrome safeguarding constraints - all structures over 45m.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	The Burstow stream tributary forms the western parcel boundary. Northern areas and various channels of across the parcel fall within Flood Zone 2. Northern areas also fall within Flood Zone 3. The majority of the parcel (northern, eastern and western areas) are within historic event (1968). Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	The parcel is owned by a number of landowners - landownership details are known. Land & Partners are actively promoting the site for development on behalf of the land owners.	The site is not currently within the Green Belt but has been assessed as part of the Green Belt Review. Overall contribution: 10 (1 low importance - 15 high importance). Checking sprawl: moderate contribution Settlement separation: higher contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution	45	--1
HE07:	Estimated	Small	The parcel is within an area of medium to	Potential to negatively impact on local road	Flood risk severely	Landownership is	The site is not		

Land at Farney View Farm	to have a capacity of only 3-7 dwellings, due to being almost entirely located within flood zones.	urban extension	high sensitivity to change and displays many of the characteristics of the area e.g. medium-large scale fields and well-developed hedgerows. The majority of the parcel falls within the River Mole BOA. Parcel access constrains development potential - the parcel is accessed via Avenue Gardens and Balcombe Gardens which are narrow residential cul-de-sacs; alternative access via Harrowslea Drive is also unlikely to be capable of supporting medium/ large scale residential development.	network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	constrains development potential - the majority of the parcel is within Flood Zone 2 and some areas in the east and west of the parcel fall within flood zone 3. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	known. The parcel has been actively promoted to the Council on behalf of the landowners by Land & Partners. No known legal or ownership constraints to development have been identified and no existing uses would need to be relocated.	currently within the Green Belt but has been assessed as part of the Green Belt Review. Overall contribution: 8 (1 low importance - 15 high importance) Checking sprawl; moderate importance Settlement separation: lower importance Safeguarding countryside: higher importance Setting of historic towns: lower importance To assist regeneration: lower importance		
HE09: Land at Newstead Hall	Housing capacity for this site has not been calculated - site is not sequentially preferable for housing - the entire site falls within flood zones 2 and 3.	N/A	The landscape character has a medium to high sensitivity to change; however, the land parcel does not display many of the specific landscape characteristics such as medium-sized fields with well-developed hedgerows and long-distance views. A significant proportion of the land parcel is wooded. The eastern part of the land parcel falls within the River Mole Biodiversity Opportunity Area. A TPO group covers the majority of the land parcel. Development is subject to aerodrome safeguarding constraints - all structures over 45m. Access is constrained - access is via Haroldslea Drive.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	There is a drain running along the northern boundary of the land parcel. Flood risk severely constrains development potential - the entirety of the parcel falls within Flood Zone 2 and areas in the north and south and areas adjoining the western boundary have been identified as being at risk of surface water flooding. The entirety of the parcel is within Historic Event 1968. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	Landownership details are known and the parcel has been promoted for housing development.	The site is not currently within the Green Belt but has been assessed as part of the Green Belt Review. Overall contribution: 8 (1 low importance - 15 high importance). Checking sprawl: moderate contribution Settlement separation: lower contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution	39	--1
HE10: Land rear of 17 The	46	Small urban extension	The land parcel falls within the Gatwick Open Setting. The landscape character has a medium to high sensitivity to change and the land parcel	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions.	Drains run along the southern and eastern boundaries of the parcel and the Main river	Landownership details are known and the parcel has been promoted for housing	The site is not currently within the Green Belt but has been	46	-1

Close			<p>displays many of the specific landscape characteristics. The land parcel falls within the 57dB noise contour for Gatwick Airport. Development is subject to aerodrome safeguarding constraints - all structures over 45m. Access is constrained.</p>	<p>Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>tributaries run along the western boundary of the parcel. A pond adjoins the eastern edge of the parcel. Areas in the west fall within Flood Zones 2 and 3. Some of the parcel is at risk of surface water flooding. Ground water has been identified as potentially being at risk of surface water flooding - should the parcel be allocated for development further investigation would be required.</p>	<p>development.</p>	<p>assessed as part of the Green Belt Review.</p> <p>Overall contribution: 8 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate contribution Settlement separation: lower contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution</p>		
HE11: Land adjoining 61 Silverlea Gardens	3	Small urban extension	<p>Heritage concerns - the listed buildings would need to be kept and development would need to be sensitively designed – may be difficult to work around the heritage constraints. The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics such as medium-sized fields and well-developed hedgerows. The eastern and southern edges of the land parcel fall within the River Mole Biodiversity Opportunity Area. Development is subject to aerodrome safeguarding constraints - all structures over 45m. Access constrains development potential - the land parcel is accessed via a narrow residential road.</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>A drain runs along the southern boundary of the parcel. The eastern part lies within Flood Zone 2 and an area adjoining the eastern boundary is within Flood Zone 3. Areas in the east and south of the parcel (approx. 1/3rd of the parcel) are within historic event (1968). A small area to the west of the parcel has been identified as being at risk of surface water flooding and the parcel adjoins an area to the east identified as being at risk of surface water flooding. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.</p>	<p>Land ownership details are known. The parcel has previously been promoted for housing development, however, it has not been possible to confirm availability.</p>	<p>The site is not currently within the Green Belt but has been assessed as part of the Green Belt Review.</p> <p>Overall contribution: 7 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate contribution Settlement separation: lower contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution</p>	45	--1
HE14: Seymour, Haroldsl ea Drive, Horley	Housing capacity for this site has not been calculated - site is	N/A	<p>The landscape character has a high to medium sensitivity to change and displays many of the specific landscape characteristics e.g. medium-sized fields and well-developed hedgerows. The western boundary of the land parcel is within the River Mole Biodiversity Opportunity</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation.</p>	<p>Whilst there are no waterbodies within the land parcel, there are a number of ponds and drains within close proximity of the eastern boundary. Flood risk</p>	<p>Land ownership details are known. The parcel has previously been promoted for housing development, however, it has not been possible to</p>	<p>The site is not currently within the Green Belt but has been assessed as part of the Green Belt Review.</p>	38	--1

	not sequential ly preferable for housing - the entire site falls within flood zones 2 and 3.		Area. Access constrains development potential - Haroldslea Drive.	The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	constrains development potential - the entirety of the parcel falls within Flood Zone 2 and the eastern boundary of the parcel adjoins an area falling within Flood Zones 3. The entirety of the parcel falls within historic event (1968). Ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.	confirm availability.	Overall contribution: 9 (1 low importance - 15 high importance). Checking sprawl: moderate contribution Settlement separation: higher contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution To assist in regeneration: lower contribution		
HE15: Thors Field, Haroldslea Drive	Housing capacity for this site has not been calculated - site is not sequential ly preferable for housing - the entire site falls within flood zones 2 and 3.	N/A	The landscape character has a medium to high sensitivity to change and the land parcel displays many of the specific landscape characteristics e.g. medium sized fields with well-developed hedgerows. The eastern part of the land parcel is within the River Mole Biodiversity Opportunity Area. A group TPO adjoins the land parcel to the west. Development is subject to aerodrome safeguarding constraints - all structures over 45m. Access constrains development potential - Haroldslea Drive.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	The Burstow Stream adjoins the eastern boundary of the land parcel. Flood risk constrains development potential - the entirety of the parcel falls within Flood Zone 2 and the eastern part of the parcel falls within Flood Zone 3. The entirety of the land parcel falls within historic flood event (1968). Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.	The land parcel is owned by a single landowner and landownership details are known. The parcel has previously been promoted for housing development, however, it has not been possible to confirm availability.	The site is not currently within the Green Belt but has been assessed as part of the Green Belt Review. Overall contribution: 7 (1 low importance - 15 high importance) Checking sprawl: moderate contribution Settlement separation: low contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution To assist in regeneration: lower contribution	39	--1
M21: Land north of Radstock Way, Merstham	77	Small urban extension	Heritage - although not an overriding constraint, some regard (i.e. buffer) would need to be given to the listed buildings. Development would be subject to aerodrome safeguarding constraints - structures over 45m.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the	The land parcel is owned by Reigate & Banstead Borough Council and has been actively promoted for housing development. There is understood to be a covenant on the site restricting its use	Overall contribution: 6 (1 lowest importance - 15 highest importance). Checking sprawl: lower contribution	50	0

				<p>planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.</p> <p>Public transport is likely to be available.</p> <p>There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>parcel be allocated for development, further investigation into potential ground water contamination would be required.</p>	<p>to open space/ public recreation.</p>	<p>Settlement separation: lower contribution</p> <p>Safeguarding countryside: moderate contribution</p> <p>Setting of historic towns: lower contribution</p> <p>To assist regeneration: lower contribution</p>		
M26: Land at Chaldon, Alderstead and Tollsworth Farm	3723	Large stand-alone settlement	<p>The entirety of the land parcel is within the AGLV.</p> <p>Landscape is of a high agricultural grade. Landscape has a high sensitivity to change. Regard would need to be given to the setting of the listed buildings and parks and landscape character - but concluded that this was not a major constraint.</p> <p>Environmental Health noted that some areas of the land parcel, due to their former uses, would require further investigation.</p> <p>Grassland at Netherne Hospital SNCI is in the north west of the land parcel.</p> <p>Furze field Wood potential SNCI is in the centre of the land parcel.</p> <p>Grasscuts Shaw SNCI adjoins the western boundary of the land parcel.</p> <p>There are a number of areas of ancient woodland within the parcel.</p> <p>Development is subject to aerodrome safeguarding constraints: the south west part - developments over 15m; the south eastern part - development over 2 storeys.</p> <p>Access to the parcel is constrained - narrow country roads which would not be able to accommodate the scale of development proposed.</p>	<p>Good access to the strategic road network minimises impact on existing local road network. It would generate a significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs.</p> <p>The impact of the new population and traffic arising would be focused in one area.</p> <p>There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route.</p> <p>Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage.</p> <p>Development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be funded in perpetuity through community rented homes on the development.</p> <p>This development could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire.</p> <p>Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area.</p> <p>This development could provide land and buildings for new early-years provision, primary schools, and a new secondary school (if at the lower end and it does not generate a need for a new secondary school in itself), a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation), provided there is sufficient land for expansion of an existing school within the "school planning area" of the new settlement.</p> <p>Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlement, which would be relatively costly compared to an</p>	<p>There are a number of small waterbodies within the land parcel. No areas of the parcel fall within Flood Zones 2/3, Central areas have been identified as being at risk of surface water flooding. Ground water has been identified as potentially being at risk of surface water flooding - should the parcel be allocated for development further investigation would be required.</p>	<p>The majority of the land parcel is owned by a single landowner whose contact details are known. The parcel has been actively promoted for housing development.</p>	<p>Overall contribution: 11 (1 low importance - 15 high importance).</p> <p>Checking sprawl: higher contribution</p> <p>Settlement separation: higher contribution</p> <p>Safeguarding countryside: higher contribution</p> <p>Setting of historic towns: lower contribution</p> <p>To assist regeneration: lower contribution</p>	51	--1

				<p>urban extension. However, it would provide potential for utilities infrastructure to be significantly upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems.</p> <p>This size of new settlement would also be able to fund, or at least contribute significantly to new highways junctions and / or improvements. This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase run-off.</p>					
RE19: Nutfield Lodge, Nutfield Road	54	Small urban extension	<p>The AGLV is approx. 5m to the south of the land parcel - it is separated by a road. Land levels across the parcel fall away quite steeply from north to south. Given the steep gradient of the land parcel, development would need to be mindful of potential wide ranging views.</p> <p>Holmethorpe Sandpits SNCI is approx. 5m to the north of the parcel - it is however separated by established trees.</p> <p>Environmental health concerns - the land under Nutfield land has been identified as being potentially contaminated; ground gas measures would be required; landfill buffer would be required; on the potential radon risk register; and there is a pit to the south which would require further investigation. These concerns could however be overcome with further investigation and measures to protect. Development would be subject to aerodrome safeguarding constraints - structures over 45m.</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation.</p> <p>The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.</p> <p>Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>There are no waterbodies within the land parcel and not within Flood Zones 2/3. A small area in the south of the parcel has been identified as potentially being at risk of ground water contamination - should the parcel be allocated for development further work would be required.</p>	<p>Landownership details are known. The parcel has previously been promoted for housing development, however, it has not been possible to confirm availability.</p>	<p>Overall contribution: 10 (1 low importance - 15 high importance).</p> <p>Checking sprawl: higher contribution Settlement separation: higher contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution</p>	52	0
SAL1: Land west of Picketts Lane	1012	Medium stand-alone settlement	<p>Heritage: some concern should be given to the historic landscape pattern. The borough landscape assessment suggests that although not environmentally designated, the majority of Salford's fringe is sensitive to change although the northern part adjoining the Perrywood Business Centre is not.</p> <p>Perrywood and Path proposed SNCI is in the centre of the land parcel.</p> <p>There are small areas of ancient woodland in the south and west of the land parcel and there are a number of established blocks and belts of woodland within the parcel.</p> <p>There is a group of TPOs in the north of the land parcel adjoining Perrywood Park Business Centre. There are a number of formal recreation facilities in the north of the land parcel which are not</p>	<p>Good access to the strategic road network minimises impact on existing local road network. It would generate a significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs.</p> <p>The impact of the new population and traffic arising would be focused in one area.</p> <p>There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route.</p> <p>Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage.</p> <p>Development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be</p>	<p>There are a number of small waterbodies within the centre and south of the land parcel. A small area to the south of the parcel falls within Flood Zones 2 and 3. A small area in the south east of the parcel also falls within historic flood event (1968). Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.</p>	<p>The land parcel is owned by a national development company who have promoted the site for housing development. They have indicated that if the parcel were to be allocated for development that they would like to develop the site themselves.</p>	<p>Overall contribution: 7 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate contribution Settlement separation: lower contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution</p>	56	+1

			<p>publicly accessible - development may need to avoid this area/ re-provide.</p> <p>Development is subject to aerodrome safeguarding constraints - structures over 45m.</p> <p>Environmental Health - radon measures would need to be introduced, former pit would need investigating, boundary with Perrywood would need investigating and the western part of the site was used for machinery/ bombs and potential for ordinance and therefore further investigation would be required.</p> <p>Possible access problem, as the main access road goes through railway arches which could probably not be widened to accommodate more traffic</p>	<p>funded in perpetuity through community rented homes on the development.</p> <p>This development could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire.</p> <p>Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area.</p> <p>This development could provide land and buildings for new early-years provision, primary schools, and a new secondary school (if at the lower end and it does not generate a need for a new secondary school in itself), a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation), provided there is sufficient land for expansion of an existing school within the "school planning area" of the new settlement.</p> <p>Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlement, which would be relatively costly compared to an urban extension. However, it would provide potential for utilities infrastructure to be significantly upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems.</p> <p>This size of new settlement would also able to fund, or at least contribute significantly to new highways junctions and / or improvements. This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase run-off.</p>			To assist regeneration: lower contribution		
SAL2: Land south of Whitebushes Estate	683	Medium urban extension	<p>There is a deserted medieval farmstead area of archaeological potential in the north west of the land parcel.</p> <p>Would need to be sensitive to Dene's Farm listed building.</p> <p>Regard would need to be given to the historic field pattern but not overriding heritage constraints.</p> <p>Environmental health - the brick field would need further investigation and former pits would need further investigation.</p> <p>The landscape character is of a medium-to-high sensitivity to change and the land parcel displays many of the characteristics (i.e. the field pattern).</p> <p>There are three potential SNCIs within the parcel: woodland to the north west, Brick field to the north east and the plantation to the south east. Redhill Aerodrome potential SNCI is approx. 0.3km to the north east of the parcel.</p> <p>There is an area of ancient woodland in the north of the parcel.</p> <p>The southern part of the land parcel is in the River Mole Floodplain Biodiversity Opportunity Area.</p> <p>There are a number of group TPOs running north-to-south in the eastern part of the land</p>	<p>This would have potential to impact adversely on the local road network, depending on location relative to existing network "hotspots". However, there is potential to attribute the impact to this development and therefore to require it to fund and /or deliver mitigation.</p> <p>Public transport is available near to the development, and there will be opportunities to link to existing pedestrian and cycle routes.</p> <p>This would help to ensure a relatively balanced use of transport modes, minimising negative impacts on the highway network.</p> <p>There may be access to existing local centres providing for everyday shopping and service needs, including early years and primary school in the established residential area. There may also be potential for some small scale non-residential uses if there is demand, within the area.</p> <p>This development may support some non-residential uses, such as parks, community and / or medical centre land, early years.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities as extensions from the adjoining existing residential area.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, although it may impact adversely</p>	The Salfords Stream runs along the southern boundary of the parcel. A small area in the south of the parcel falls within Flood Zones 2 and 3. The southern and western boundaries and small areas towards the centre of the parcel have been identified as being at risk of surface water flooding. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.	The land parcel is owned by a national development company who have promoted the site for housing development. They have indicated that if the parcel were to be allocated for development that they would like to develop the site themselves.	<p>Overall contribution: 9 (1 low importance - 15 high importance)</p> <p>Checking sprawl: moderate contribution</p> <p>Settlement separation: higher contribution</p> <p>Safeguarding countryside: moderate contribution</p> <p>Setting of historic towns: lower contribution</p> <p>To assist regeneration: lower contribution</p>	55	-1

			parcel. Development would be subject to aerodrome safeguarding constraints - all structures over 45m.	on surface flooding, it may not be large enough to provide mitigation on-site.					
SAL3: Land north of Honeycr ock Lane	330	Small urban extension	Heritage - Dene Farm listed building and listed building at Honeycr ock. Environmental health - further investigation would be required slurry pit; ground gas monitoring would be required in the south as former sewerage works. The majority of the land parcel is subject to high sensitivity to change, however, the southern part adjoining Perrywood is not. The land parcel does slightly slope - long ranging views would need to be considered. The northern part of the land parcel falls within the River Mole Biodiversity Opportunity Area. There are a number of TPOs across the site and a group of TPOs adjacent to the eastern boundary. Development would be subject to aerodrome safeguarding - structures over 45m.	This would have potential to have negative impacts on the local road network due to many small increases in traffic from various locations. However, this would be dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	The land parcel is owned by a national development company who have promoted the site for housing development. They have indicated that if the parcel were to be allocated for development that they would like to develop the site themselves.	Overall contribution: 9 (1 lowest importance - 15 highest importance). Checking sprawl: moderate contribution Settlement separation: higher contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution	54	-1
SAL4: Land east of Mason's Bridge Road	391	Small urban extension	Development would need to be sensitive to the listed building - Shocks Green Cottage towards the south. The borough's landscape assessment concluded that the area has a medium to high sensitivity to change and the parcel displays many of the landscape characteristics e.g. medium-large fields, well-developed hedgerows and long distance views. East Surrey Hospital proposed SNCI adjoins the land parcel to the north west, Brick Field proposed SNCI adjoins the land parcel to the south west and Redhill Aerodrome proposed SNCI is approx. 0.1km to the south east of the land parcel. An area of ancient woodland adjoins the land parcel to the north. Group of TPOs adjoin the land parcel to the south west. No overriding environmental health concerns but further investigation around pond and farm required.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	Landownership is unknown. The land parcel has not been promoted for housing development.	Overall contribution: 10 (1 low importance - 15 high importance). Checking sprawl: higher contribution Settlement separation: moderate contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution	52	-1

SAL5: Land west of Montfort Rise	242	Small urban extension	Environmental health - given the former use as a worm farm there may need to be some investigation - but no overall concern. Would need to avoid the park area and keep the avenue trees and be sensitive to these areas and listed buildings. The land parcel is within an area sensitive to change and displays many of the landscape characteristics of the character area e.g. medium-to-large fields and long ranging views. The River Mole Floodplain Biodiversity Opportunity Area is approx. 5m to the north of the parcel. Development would be subject to aerodrome safeguarding constraints - northern part structures over 90m and southern part structures over 45m.	provide mitigation on-site. Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	Land ownership details are known. Whilst the land parcel has not been actively promoted for housing development, prior approval has been sought (and refused as last use of land not agricultural) for change of use of the buildings to residential dwellings.	Overall contribution: 9 (1 low importance - 15 high importance). Checking sprawl: moderate contribution Settlement separation: higher contribution Safeguarded countryside: moderate contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution	53	0
SAL6: Land west of Bonehur st Road	344	Small urban extension	Heritage - there would need to be a parkway principle to keep feeling of countryside. Environmental health - eastern boundary brick field would require further investigation as it is on contaminated land list. It is within an area of high sensitivity to change and displays many of the landscape characteristics e.g. long ranging views. The River Mole Floodplain Biodiversity Opportunity Area is approx. 300m to the south of the parcel. Development would be subject to aerodrome safeguarding - structures over 45m.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	Ownership of the full extent of the parcel is unknown - the central part is owned by a private individual who has promoted the site for housing development.	Overall contribution: 10 (1 low importance - 15 high importance). Checking sprawl: moderate contribution Settlement separation: higher contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist in regeneration: lower contribution	52	-1
SAS1: Redhill Aerodro	1312	Medium stand-alone	Environmental health - the works on the southern boundary are on the contaminated land list. There is some ordnance potential.	This would have potential to impact adversely on the local road network, depending on location relative to existing network "hotspots". However,	Flood risk constrains development potential - the Salfords Stream	The land parcel is owned by a number of landowners. Promoter	Overall contribution: 9 (1 low importance -	56	+1

me		settlement (with land in adjacent authority this would be 6000 homes and as such would be a large stand-alone settlement)	<p>Given the official use of the aerodrome further investigation would be required. A robust investigation would be needed. The land parcel is within an area of medium to high sensitivity to change and it displays some of the landscape characteristics e.g. some medium to large fields, some areas of woodland, some established trees and wide ranging views.</p> <p>Redhill Aerodrome potential SNCI is towards the west of the land parcel.</p> <p>The southern part of the land parcel is within the River Mole Floodplain Biodiversity Opportunity Area.</p> <p>There is a group of TPOs in the north of the land parcel and a number of TPOs also adjoin the southern boundary of the parcel. Heritage slightly constrains development in the south west of the parcel – there is an area of archaeological potential and a number of listed buildings within close proximity. Development would need to give regard to the setting of the listed buildings and the historic field pattern in the west of the parcel.</p> <p>Development is subject to aerodrome safeguarding constraints - development over 90m.</p>	<p>there is potential to attribute the impact to this development and therefore to require it to fund and /or deliver mitigation.</p> <p>Public transport is available near to the development, and there will be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, minimising negative impacts on the highway network.</p> <p>There may be access to existing local centres providing for everyday shopping and service needs, including early years and primary school in the established residential area. There may also be potential for some small scale non-residential uses if there is demand, within the area.</p> <p>This development may support some non-residential uses, such as parks, community and / or medical centre land, early years.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities as extensions from the adjoining existing residential area.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, although it may impact adversely on surface flooding, it may not be large enough to provide mitigation on-site.</p>	<p>adjoins the southern boundary and areas adjoining fall within Flood Zones 2&3.</p> <p>Ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.</p>	<p>does not presently control all land within the site extent, however strategic nature of the development (i.e. link road) could justify Council using CPO powers. The site has been actively promoted for a standalone settlement by Thakeham Homes, a national developer, who have a development agreement with the landowner.</p>	<p>15 high importance).</p> <p>Checking sprawl: moderate contribution</p> <p>Settlement separation: higher contribution</p> <p>Safeguarding countryside: moderate contribution</p> <p>Setting of historic towns: lower contribution</p> <p>To assist regeneration: lower contribution</p>		
SAS2: Land at Ironsbottom	2396	Large stand-alone settlement	<p>Pathway principle would be required.</p> <p>Setting of listed buildings.</p> <p>Environmental health: area identified in the north as potentially inert and further desk based work would be required; if inert nature then full investigation would be required.</p> <p>Potential for ground gas investment/remediation (lowish risk). SW corner given former uses some investigation would be required and SE. Potential landfill also further investigation.</p> <p>The land parcel is within an area of medium to high sensitivity to change and it has many of the characteristics of the landscape character including well maintained hedgerows, scattered farmsteads, dispersed woodland areas and wide ranging views.</p> <p>There is an area of ancient woodland towards the south of the land parcel and an area of ancient woodland adjoins the southern boundary of the parcel.</p> <p>Aerodrome safeguarding constraints - northern part structures over 90m and southern part structures over 45m.</p>	<p>Good access to the strategic road network minimises impact on existing local road network. It would generate a significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs.</p> <p>The impact of the new population and traffic arising would be focused in one area.</p> <p>There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route.</p> <p>Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage.</p> <p>Development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be funded in perpetuity through community rented homes on the development.</p> <p>This development could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire.</p> <p>Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area.</p> <p>This development could provide land and buildings for new early-years provision, primary schools, and a new secondary school (if at the lower end and it does not generate a need for a new secondary school in itself), a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation),</p>	<p>No land falls within Flood Zones 2&3. There are a number of small ponds within the land parcel and drains run along the southern boundary. Areas along the north, western and southern boundaries have been identified as being at risk of surface water flooding. For the majority of the land parcel, ground water has been identified as being potentially being contaminated - should the parcel be allocated for development further investigation would be required.</p>	<p>The majority of the land parcel is owned by a single landowner who has previously promoted the site for housing development, however, it has not been possible to confirm landowner's intentions.</p>	<p>Overall contribution: 9 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate contribution</p> <p>Settlement separation: higher contribution</p> <p>Safeguarding countryside: moderate contribution</p> <p>Setting of historic towns: lower contribution</p> <p>To assist regeneration: lower contribution</p>	52	0

				<p>provided there is sufficient land for expansion of an existing school within the “school planning area” of the new settlement.</p> <p>Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlement, which would be relatively costly compared to an urban extension. However, it would provide potential for utilities infrastructure to be significantly upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems. This size of new settlement would also able to fund, or at least contribute significantly to new highways junctions and / or improvements. This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase run-off.</p>					
SAS3: Land south of Duxhurst Lane	1250	Medium stand-alone settlement	<p>Parkway principle</p> <p>Environmental health: landfill buffer and unknown infill landfill and gas in SE corner likely. E boundary inert landfill offsite. All of this would need investigation. The area has a medium to high sensitivity to change and the parcel displays many of the characteristics including areas of woodland, established hedgerows, medium fields and wide ranging views. There is an area of ancient woodland towards the centre of the parcel and an area in the north of the parcel. An area of ancient woodland also adjoins the land parcel to the south.</p> <p>There are intervening belts of established woodland.</p> <p>River Mole Floodplain Biodiversity Opportunity Area is between 5-300m to the east of the parcel.</p> <p>Subject to aerodrome safeguarding - south west tip development over 10m and remainder development over 45m.</p>	<p>Good access to the strategic road network minimises impact on existing local road network. It would generate a significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs.</p> <p>The impact of the new population and traffic arising would be focused in one area.</p> <p>There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route.</p> <p>Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage.</p> <p>Development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be funded in perpetuity through community rented homes on the development.</p> <p>This development could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire.</p> <p>Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area.</p> <p>This development could provide land and buildings for new early-years provision, primary schools, and a new secondary school (if at the lower end and it does not generate a need for a new secondary school in itself), a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation), provided there is sufficient land for expansion of an existing school within the “school planning area” of the new settlement.</p> <p>Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlement, which would be relatively costly compared to an urban extension. However, it would provide potential for utilities infrastructure to be significantly</p>	<p>There are a number of small ponds and drains within the land parcel. No land falls within Flood Zones 2&3. Areas along the northern, eastern, western and central areas have been identified as being at risk of surface water flooding. For part of the land parcel, ground water has been identified as potentially being contaminated - should the parcel be allocated for development, further investigation would be required.</p>	<p>The majority of the land parcel is owned by a single landowner who has previously promoted the site for housing development; however, it has not been possible to confirm landowner's intentions.</p>	<p>Overall contribution: 9 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate contribution</p> <p>Settlement separation: higher contribution</p> <p>Safeguarding countryside: moderate contribution</p> <p>Setting of historic towns: lower contribution</p> <p>To assist regeneration: lower contribution</p>	54	0

				<p>upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems. This size of new settlement would also be able to fund, or at least contribute significantly to new highways junctions and / or improvements. This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase run-off.</p>					
SAS4: Land at Crutchfield Lane	1046	Medium stand-alone settlement	<p>Pathway principle. Fairly historic landscape pattern and need to consider setting of listed buildings – could be difficult to mitigate heritage impacts. Potential land contamination - recycling centre and nursery. Environmental health - landfill on site and buffer in area. Moderate to high concern. Site investigation and ground gas investigation required. Potential land stability concerns. The landscape character is medium to high sensitivity to change and the parcel displays many of the characteristics i.e. medium scale fields, well established hedgerows and established trees. Crutchfield Copse SNCI and Wood west of Crutchfield Copse potential SNCI are in the centre of the land parcel. There is a large area of ancient woodland in the centre of the land parcel and a smaller area in the north east of the parcel. The land parcel also adjoins an area of ancient woodland in the north west. There are a number of TPOs in the east of the land parcel.</p>	<p>Good access to the strategic road network minimises impact on existing local road network. It would generate a significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs. The impact of the new population and traffic arising would be focused in one area. There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route. Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage. Development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be funded in perpetuity through community rented homes on the development. This development could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire. Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area. This development could provide land and buildings for new early-years provision, primary schools, and a new secondary school (if at the lower end and it does not generate a need for a new secondary school in itself), a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation), provided there is sufficient land for expansion of an existing school within the “school planning area” of the new settlement. Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlement, which would be relatively costly compared to an urban extension. However, it would provide potential for utilities infrastructure to be significantly upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems. This size of new settlement would also be able to fund, or at least contribute significantly to new highways junctions and / or improvements. This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase</p>	<p>There are a number of drains and small water bodies within the land parcel. No land falls within Flood Zone 2&34. Areas along the southern boundary, eastern boundary and central areas have been identified as being at risk of surface water flooding. Ground water has been identified as potentially being contaminated - should the parcel be allocated for development further investigation would be required.</p>	<p>The land is owned by a number of landowners - two of the landowners are known. A small area of the land parcel has been actively promoted for housing development and another area has previously been promoted. The remainder of the land parcel has not been promoted for housing development. Navitas Projects have an option agreement to develop a solar farm on part land to the south west of the land parcel.</p>	<p>Overall contribution: 9 (1 low importance - 15 high importance). Checking sprawl: moderate contribution Settlement separation: higher contribution Safeguarding countryside: moderate contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution</p>	52	--1

SAS5: Duxhurst	4692	Large stand-alone settlement	<p>Heritage constraints: a parkway principle would be needed along the main roads; the listed buildings would need to be retained and their settings preserved; and the southern part of the parcel has a fairly historic landscape classification. The heritage officer noted that the south of the parcel in particular would be difficult to develop. The parcel is within an area of medium to high sensitivity to change and the parcel displays many of the characteristics including well maintained hedgerows, scattered farmsteads, dispersed woodland areas and some long ranging views. Crutchfield Copse SNCI and Woods West of Crutchfield Copse SNCI potential SNCI are in the south of the parcel. There are a number of ancient woodland areas within the parcel. There are a number of TPOs within the parcel. Aerodrome safeguarding Environmental health concerns particularly with the southern part of the parcel where there are potential land stability concerns; landfill; landfill buffer; recycling centre; and former nursery. Parts of the parcel also fall within the landfill buffer and further investigation including ground gas would be required.</p>	<p>run-off.</p> <p>Good access to the strategic road network minimises impact on existing local road network. It would generate a significant impact on highways, as all pupils would likely need to travel off-site to a secondary school, and most would travel off the site to work and for most shopping / leisure needs. The impact of the new population and traffic arising would be focused in one area. There would be no train station (none of the potential sites identified in this category of development types include stations), and it is unlikely to be on an existing bus route. Provision of comprehensive networks of cycle and pedestrian links, linking up to existing provision will reduce car usage. Development should be required to fund improved public transport to the site, such as new or improved bus services, which would need to be funded in perpetuity through community rented homes on the development. This development could provide a medical centre / primary medical facilities such as GPs and dental surgeries, a pharmacy, indoor sports facilities, and community halls for meetings and hire. Could potentially need additional services such as expanded fire service capacity, depending on existing capacity in the area. This development could provide land and buildings for new early-years provision, primary schools, and a new secondary school (if at the lower end and it does not generate a need for a new secondary school in itself), a significant financial contribution towards additional school places in existing schools would need to be provided (secured by planning obligation), provided there is sufficient land for expansion of an existing school within the "school planning area" of the new settlement. Utility connections, including to water supply, sewage, gas, broadband, would likely need to be extended from the closest existing settlement, which would be relatively costly compared to an urban extension. However, it would provide potential for utilities infrastructure to be significantly upgraded and reinforced, with the developer likely being required to contribute. There would also be more potential for decentralised energy systems. This size of new settlement would also able to fund, or at least contribute significantly to new highways junctions and / or improvements. This type and size of development could provide on-site flood mitigation by way of balancing ponds, etc. to minimise the impact of potential to increase run-off.</p>	<p>No land falls within Flood Zones 2/3. Areas along the north, western, eastern and southern boundaries and central areas have been identified as being at risk of surface water flooding. Further investigation would be required should the parcel be allocated for development.</p>	<p>The majority of the parcel is owned by a single landowner who has promoted the parcel for development. There are no known legal constraints to development. It is understood that Navitas Projects have an option agreement to develop a solar farm on a small part of the southern part of the parcel. The existing agricultural, agricultural nursery and waste recycling facilities may need to be reprovided.</p>	<p>Overall contribution: 9 (1 low importance - 15 high importance).</p> <p>Checking sprawl: moderate importance Settlement separation: high importance Safeguarding countryside: moderate importance Setting of historic towns: low importance To assist in urban regeneration: low importance</p>		--1
SPW09: Land at Shepherd's Lodge Farm	38	Small urban extension	<p>The parcel adjoins Priory Park - historic park and garden and garden and proposed SNCI. There are significant changes in levels - development would need to be mindful of long ranging views. Within a landscape of high sensitivity to change. There is a group TPO in the north east of the</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but</p>	<p>No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water</p>	<p>Landownership details are known. The landowners have actively promoted the site for housing development.</p>	<p>Overall contribution: 8 (1 lowest - 15 highest)</p> <p>Checking sprawl: lower contribution Settlement</p>	52	

			parcel.	would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.		separation: lower contribution Safeguarding countryside: higher contribution Setting of historic towns: moderate contribution To assist regeneration: lower contribution		
SPW15: Land north of Slipshatch Road	296	Small urban extension	Parkway principle Environmental Health: no real concerns but further investigation would be required for former pond area. The land parcel is of high landscape sensitivity and would need to be mindful of long-range views. The River Mole (and tributaries) Biodiversity Opportunity Area is adjacent to the east of the land parcel.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements. Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network. Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs. It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas. This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.	Landownership details are known. The landowners have actively promoted the site for housing development.	Overall contribution: 10 (1 lowest contribution - 15 highest contribution) Checking sprawl: higher contribution Settlement separation: moderate contribution Safeguarding countryside: higher contribution Setting of historic towns: lower contribution To assist regeneration: lower contribution	49	--1
SPW16: ASD on the Green, Reigate	49	Small urban extension	Environmental Health: no real concerns but further investigation would be required for former brick works and potential land associated with sewerage farm. The land parcel is of high landscape sensitivity and any development would need to be mindful of long-range views. The entirety of the parcel falls within the New Pond Farm/ Felland Copse SNCI. The entirety of the parcel falls within the Earlswood and Redhill Commons Biodiversity Opportunity Area.	Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions. Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation. The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.	No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into	The land parcel is owned by a single landowner who has actively promoted the site for housing development.	Overall contribution: 11 (1 low importance - 15 high importance) Checking sprawl: high contribution Settlement separation: high contribution Safeguarding	46	--1

			<p>The parcel forms part of a designated area of natural and semi natural open space. Development would be subject to aerodrome safeguarding - development over 90m.</p>	<p>Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>potential ground water contamination would be required.</p>		<p>countryside: high contribution Setting of historic towns: low contribution To assist regeneration: low contribution</p>		
SPW18: Paddock, Dovers Green Road	23	Small urban extension	<p>The parcel is within an area of high landscape sensitivity and any development would need to be mindful of long-range views. The eastern part of the parcel falls within the River Mole Biodiversity Opportunity Area. Development would be subject to aerodrome safeguarding - all development over 90m.</p>	<p>Potential to negatively impact on local road network due to many small increases in traffic from various locations. Dependent to a degree on the location of other urban extensions.</p> <p>Other than site-specific highways works, such as new access roads, the development is unlikely to support off-site mitigation.</p> <p>The site would impact on the off-site roads, but would not be significant enough to be mitigated by planning obligations, although CIL funding could potentially be used to help fund off-site highways improvements.</p> <p>Public transport is likely to be available. There would also be opportunities to link to existing pedestrian and cycle routes. This would help to ensure a relatively balanced use of transport modes, reducing potential adverse impacts on the road network.</p> <p>Although it would be unlikely to support non-residential uses, there may be potential to access existing local centres in surrounding residential areas which could provide for everyday shopping and service needs.</p> <p>It is likely to be relatively easy and inexpensive to connect to existing utilities from the adjoining existing residential areas.</p> <p>This would be likely to require Sustainable Urban Drainage Systems to minimise the additional run-off. However, it is unlikely to be large enough to provide mitigation on-site.</p>	<p>No waterbodies within the land parcel and not within Flood Zones 2/3. Small areas in the north west and south west have been identified as potentially being at risk of surface water flooding. Should the parcel be allocated for development, further investigation into potential ground water contamination would be required.</p>	<p>Landownership details are known. The land parcel has been actively promoted for housing development.</p>	<p>Overall contribution: 9 (1 low importance - 15 highest contribution)</p> <p>Checking sprawl: high contribution Settlement separation: low contribution Safeguarding countryside: high contribution Setting of historic towns: low contribution To assist regeneration: low contribution</p>	45	-1