



Development Management Plan (Regulation 18 Stage)

Sustainability Appraisal Main Report

June 2016

TABLE OF CONTENTS

1	SUMMARY AND OUTCOMES	3
2	BACKGROUND	20
3	SA METHODOLOGY	23
4	SUSTAINABILITY APPRAISAL FINDINGS	27
5	CUMULATIVE IMPACTS	78
6	MONITORING	80

APPENDICES

APPENDIX A: Checklist of how the requirements of the SEA Directive have been met	87
APPENDIX B: List of relevant policies, plans and programmes influencing the DMP	88
APPENDIX C: East Surrey Local Authority Sustainability Objectives 2015	93
APPENDIX D: DMP Proposed Objectives Sustainability Appraisal	101
APPENDIX E: DMP Policy Options Sustainability Appraisal	121
APPENDIX F: DMP Urban Extension Sites (SUEs)	168
APPENDIX G: Urban Site Options	405
APPENDIX H: Strategic Employment Site Options (SES)	527

1 SUMMARY AND OUTCOMES

1.1 Non-Technical Summary

Role of Sustainability Appraisal

- 1.1.1 Sustainability Appraisal is a process designed to ensure that the social, environmental and economic impacts are considered when formulating planning policies and proposals. This sustainability appraisal assesses policy and site options against a set of 16 Sustainability Appraisal Objectives (SA Objectives) to inform the content of the Reigate & Banstead Borough Council Development Management Plan (DMP) Regulation 18 consultation document. The SA objectives include protection of important habitats, protection of heritage interests, provision of affordable housing and the maintenance of a robust and flexible economy.
- 1.1.2 The Regulation 18 consultation is the first public consultation stage in the preparation of the DMP. Once adopted, the DMP will form part of the Council's Local Plan along with the Core Strategy (adopted 2014).

Sustainability Appraisal Methodology

- 1.1.3 The Sustainability Appraisal process has been undertaken using 16 SA Objectives agreed by local authorities across East Surrey. Further details of these objectives are set out in Appendix C.
- 1.1.4 The East Surrey Sustainability objectives were reviewed and revised in April 2015 by an East Surrey officers working group which includes officers from the following local authorities: Reigate & Banstead, Mole Valley, Tandridge, Epsom & Ewell, and Elmbridge. Following consultation with the statutory bodies the objectives were further revised and adopted in May 2015.
- 1.1.5 The appraisal of the policy and site options set out in this report has been conducted by a group of Planning Policy Officers from Reigate and Banstead Borough Council. The group convened a series of meetings where potential policy options for inclusion in the DMP Regulation 18 consultation document were appraised against the Sustainability Appraisal Objectives and baseline information included in the Council's SA Scoping Report 2012¹. The appraisal findings have informed the contents of the Regulation 18 consultation document, which will be consulted on as part of the draft DMP consultation in summer 2016.
- 1.1.6 The following appraisals were carried out:
- Appraisal of the proposed DMP objectives
 - Appraisal of a wide range of policy approach options
 - Appraisal the 'long list' of potential urban extension development sites
 - Appraisal of potential urban development sites (including within town centres)
 - Appraisal of potential strategic employment site

¹ Available at http://www.reigate-banstead.gov.uk/info/20088/planning_policy/22/evidence_and_research_for_planning_policies/9

1.1.7 Following consultation at Regulation 18 stage, further sustainability appraisal work will be undertaken to inform the preparation of the draft DMP. This is programmed to be further consulted on (Regulation 19 stage) in April-May 2017, prior to submission of the DMP to the Secretary of State, in June 2017. Table 1 shows the planned timetable.

1.1.8 The aim of the SA process at this stage is to seek to ensure that the proposed policy approaches and potential development sites in the DMP Regulation 18 consultation document, as far as possible maximize the benefits to sustainability and avoid or minimise any adverse impacts. The appraisal matrices for each proposed objective, policy option and site option considered as part of the preparation process are included in Appendices D, E, F, G, and H.

Table 1 – Sustainability Appraisal timetable for the DMP

Stage of document preparation	Date SA report published
Issues and Options	December 2010
Consultation (Reg. 18)	Summer2016
Consultation (Reg. 19)	Spring 2017
Submission	June 2017
Examination	June 2017 – November 2017
Estimated date of DMP adoption	February 2018

1.2 Findings of the Sustainability Appraisal

1.2.1 A summary of the findings from this appraisal is provided below. For the full results matrices please see the relevant appendices attached in this report:

- Table 2 below lists the ratings key used in all appraisals
- Table 3 presents the assessment matrix summary for all proposed DMP objectives (see Appendix D).
- Table 4 presents the assessment matrix summary for the policy approaches identified through the appraisal process to be the preferred approaches. Appraisals for the rejected policy approaches are included in Appendix E.
- Table 5 includes the assessment matrix summary for the long list of potential sustainable urban extension (SUE) site options (see Appendix F).
- Table 6 includes the assessment matrix summary for potential urban and town centre site options (see Appendix G).
- Table 7 includes the assessment matrix summary for potential strategic employment site locations (see Appendix H).

Table 2 – Sustainability Appraisal impacts rating key

Key	Effect
++	Likely to have significant positive effects
+	Likely to have positive effects
0	Neutral
?	Uncertain/ insufficient evidence or information available
-	Likely to have negative effects
-/-	Likely to have significant negative effects

Table 3 – Assessment Matrix Summary for DMP proposed objectives²

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough	0	0	0	+	+	++	++	?	0	0	0	0	0	0	0	0
PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper	0	+	0	0	0	++	++	0	0	0	0	0	0	0	0	0
PE3: Help new development to deliver jobs and skills benefits for local people	0	++	0	0	0	++	+	0	0	0	0	0	0	0	0	0
PE4: Protect the vitality and viability of our town centre shopping areas	0	0	0	+	0	++	+	0	0	0	0	0	0	0	0	0
PE5: Protect the viability of smaller scale but vital local shopping areas	0	++	0	++	0	++	+	+	0	0	0	0	0	0	0	0
PE6: Ensure that both town and local centres are resilient and able to respond to future changes	+	0	0	+	0	++	0	0	0	0	0	0	0	0	0	0

² See Appendix D for full set of appraisals

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness	+	0	+	0	++	0	0	0	++	0	?	0	++	++	++	0
SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants	++	++	0	0	0	+	+	?	+	+	0	+	0	++	0	0
SC3: To minimise the impacts of development, and the development process on local residents and local amenity	0	++	0	0	0	0	0	0	0	0	0	0	0	++	0	0
SC4: Protect the most valuable open space within the urban areas	0	++	+	+	0	0	0	0	0	+	0	0	0	+	++	++
SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision.	+	++	0	+	0	0	0	0	0	+	+	0	0	+	++	++
SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations	+	+	0	++	0	0	0	?	0	0	0	0	0	0	0	0

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SC7: Ensure new developments are served by safe and well designed access for vehicles, pedestrians and cyclists	+	++	0	++	0	0	0	+	+	0	0	0	0	++	0	0
SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies.	0	0	0	0	0	0	0	++	++	++	0	0	0	++	?	0
SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.	+	0	0	0	0	0	0	0	0	++	++	++	0	0	0	0
SC10: Ensure new development protects, and enhances wherever possible, the borough's landscapes and biodiversity interest features, providing the highest degree of protection to internationally and nationally designated areas.	0	0	+	0	0	0	0	-	0	+	0	0	0	0	++	++
SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough.	+	++	+	+	0	0	0	+	0	++	++	0	0	+	++	++

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use.	0	0	0	+	+	0	+	0	0	0	0	0	++	0	++	0
SC13: Conserve and enhance heritage assets across the borough, supporting their continuing viable use and cultural benefits.	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0
PS1: Identify a local target for Gypsy, Traveller and Travelling Showpeople sites, and allocate sites to achieve this target.	++	++	?	+	-	0	0	0	0	0	+	+	?	0	?	?
PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles	0	+	+	+	-	0	0	+	0	0	+	0	?	0	?	?
PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles	++	++	+	++	+	++	++	?	0	+	++	+	?	+	?	?
PS4: Plan for improvements to existing infrastructure and services and/or the provision of new infrastructure and services, to meet the needs created by new development	0	++	0	++	0	0	0	+	0	0	++	++	0	0	0	+

Table 4 - Assessment matrix summary for preferred DMP policy approaches³

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Employment Designations: principal & local employment areas (Preferred Option 2)	0	0	0	+	++	++	++	0	0	0	0	0	0	+	0	0
Employment development outside of employment areas (Preferred Option 2)	0	0	0	++	++	++	++	0	0	0	0	0	0	++	0	0
Safeguarding employment land (Preferred Option 2)	0	0	0	0	+	+	++	0	0	0	0	0	0	0	0	0
Local skills & training opportunities (Preferred Option 2)	0	+	0	0	0	+	+	0	0	0	0	0	0	0	0	0
Support access to electronic communication networks (Preferred Options 2 and 3)	0	+	+	+	0	+	+	+	0	0	0	0	0	0	+	+
Ensuring a mix of uses within town centre frontages (Preferred Option 3)	0	+	+	++	++	++	++	0	0	0	0	0	0	0	0	0
Managing development of town centre outside town and local centres (Preferred Option 2)	0	0	0	+	+	++	+	0	0	0	0	0	0	0	0	0
Ensuring continued viability and vitality of local centres (Preferred Option 2)	0	+	0	+	+	++	+	0	0	0	0	0	0	0	0	0
Development proposed in smaller centres and for isolated shops (Preferred Option 2)	-	0	0	++	-	+	++	0	0	0	0	0	0	0	0	0

³ See Appendix E for full set of appraisals

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Manage development within identified retail frontages (Preferred Options 2 and 3)	+	+	+	+	++	+	+	0	0	0	0	0	0	0	0	0
Temporary uses in vacant units (Preferred Option 2)	0	0	0	+	++	++	++	0	0	0	0	0	0	0	0	0
Gatwick Airport car parking (Preferred Option 2)	0	0	0	+	+	0	0	+	0	0	0	0	0	0	0	0
Design of development (Preferred Option 2)	0	+	+	0	+	0	0	+	+	+	0	0	0	0	0	+
Access, parking and servicing (Preferred Options 2 & 4/5)	0	++	0	++	0	0	0	+	0	0	0	0	0	+	0	0
Safeguarding against noise, air and light pollution and remediating contaminating land (Preferred Options 2 & 4)	0	++	0	0	++	0	0	+	0	+	0	0	++	++	+	0
Back garden land development (Preferred Option 4)	+	0	+	+	+	0	0	0	0	0	0	0	0	0	+	+
Housing mix (Preferred Options 1 and 2)	++	+	+	0	+	0	0	0	0	0	0	0	0	0	0	0
Delivering high quality homes (Preferred Options 1, 2, and 3)	+	++	0	0	0	0	0	0	0	0	0	++	0	0	0	0
Construction management (Preferred Option 1)	0	+	0	0	0	0	0	0	+	0	0	0	0	++	0	0
Residential Areas of Special Character (RASCs) (Preferred Option 2)	-	0	++	0	-	0	0	0	0	0	0	0	0	0	0	++
Advertisement and shop frontage (Preferred Option 3)	0	0	++	0	0	0	+	0	0	0	0	0	0	++	++	0
Urban open space (Preferred Option 2)	-	++	+	+	0	0	-	0	0	+	+	0	0	0	+	++
Outdoor space and recreation (Preferred Option 1)	0	++	+	0	0	0	0	0	0	0	0	0	0	+	++	++

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Open space in new development (Preferred Option 1)	-	++	+	+	0	0	0	0	0	0	+	0	0	0	+	+
Flooding (Preferred Option 2)	0	0	0	0	0	0	0	0	0	0	0	+	++	++	0	+
Landscape (Preferred Option 3)	0	+	0	0	0	0	+	0	0	0	0	0	0	++	++	++
Protecting Trees and Woodland areas (Preferred Option 3)	0	+	++	0	0	0	0	0	0	0	0	0	0	0	++	++
Biodiversity and geological conservation (Preferred Option 3)	0	+	+	0	0	0	0	0	0	+	+	0	0	0	+	++
Green Infrastructure (Preferred Option 2)	0	++	+	+	0	0	0	0	0	+	+	+	0	0	++	++
Development within the Green Belt (Preferred Option 1)	0	0	0	0	++	0	++	0	0	0	0	0	0	0	++	0
Horse keeping and equestrian development (Preferred Option 2)	0	+	0	0	+	0	0	0	0	0	0	0	0	0	++	0
Buildings of special and local architectural or historic interest (Preferred Option 3)	0	0	++	0	+	0	0	0	0	0	0	0	0	0	0	0
Conservation areas (Preferred Option 3)	-	0	++	0	-	0	0	0	0	0	0	0	0	0	0	0
Historic parks and gardens	0	+	++	0	0	0	0	0	0	0	0	0	0	0	++	+
Scheduled monuments and archaeology (Preferred Option 3)	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0	0
Airport parking (Preferred Option 2)	0	0	0	+	+	0	0	0	0	0	0	0	0	0	0	0
Retail warehousing (Preferred Option 2)	0	0	0	++	+	+	0	0	0	0	0	0	0	0	0	0

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Gypsies, travellers and travelling show people	The sustainability appraisal indicates that a range of site supply options should all be explored further. In identifying potential sites, it will be important that those areas where the sustainability impact is currently flagged as being uncertain is given further consideration.															
Cemetery or crematorium	The need to allocate sites will be dependent on assessment of burial needs and the sustainability of any proposals will depend on the location of the potential site.															
Netherne on the Hill (Preferred Option 2)	+	0	0	0	+	0	0	0	0	0	0	0	0	0	0	0
Babylon Lane / Lovelands Lane	Not applicable, both options score equally															
Strategic employment site	Further detail is needed in relation to the location of a potential site. In identifying potential sites, it will be important that the impact on those objectives where the sustainability impact is currently flagged as being uncertain is given further consideration.															

Table 5 - Assessment matrix summary of long list of potential urban extension sites (SUEs)⁴

	East Surrey SA objectives																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
SSW1 Land north of Park Lane East, Reigate	++	+	0	++	+	0	0	0	0	0	0	0	-	+	0	+	+	0	0
SSW2 Land at Sandcross Lane, Reigate	++	++	0	++	+	0	0	0	0	0	0	0	-	+	0	+	+	0	0
SSW3 King Georges Field, Whitehall Lane, Reigate	+	--	0	+	+	0	0	0	0	0	0	0	0	+	0	+	+	0	0
SSW4 Clayhall Farm, Reigate	++	+	0	+	-	0	0	0	0	0	0	0	-	-	0	+	+	0	0
SSW5 Land south of Slipshatch Road, Reigate	++	+	0	0	+	0	0	0	0	0	0	+	0	+	0	+	+	0	0
SSW6 Land west of Castle Drive, Reigate	+	-	0	-	+	0	0	0	0	0	-	0	0	+	-	+	+	0	0

⁴ See Appendix F for full set of appraisals.

	East Surrey SA objectives																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
SSW7 Land at Hartswood Nursery, Reigate	+	0	0	++	+	+	0	0	0	0	0	+	0	+	0	+	+	0	0
SSW8 Land at Hartswood Playing Fields, Reigate	++	-	0	+	+	0	0	0	0	0	0	0	0	+	0	+	+	0	0
SSW9 Land at Dovers Farm, Reigate	++	+	0	+	+	+	+	0	0	0	0	+	-	+	0	-	+	0	0
SSW10 Land east of Dovers Green Road, Reigate	++	+	0	+	+	0	0	0	0	0	0	+	0	+	0	+	+	0	0
ERM1 Land at Hillsbrow, Redhill	++	++	0	++	++	0	-	-	0	0	0	0	0	++	0	+	++	0	0
ERM2 Land west of Copyhold, Redhill	++	++	0	+	++	0	-	-	0	0	-	-	0	++	0	+	++	0	0
ERM3 Former Copyhold Works, Redhill	++	++	0	++	++	++	-	-	0	0	0	+	0	++	0	+	++	0	0
ERM4 Land south of Bletchingley Road, Merstham	++	++	+	+	+	0	0	0	0	0	0	+	0	+	0	+	+	0	0
ERM5 Land at Oakley Farm & Oakley Centre, Merstham	++	++	+	+	++	0	0	0	0	0	+	+	0	+	0	+	+	0	0
ERM6 Land north of Radstock Way, Merstham	+	-	+	+	++	0	0	0	-	0	+	+	0	+	0	+	+	0	0
EH1 Langshott Wood	+	0	0	-	-/+	0	0	0	0	0	0	0	0	-/+	-	+	+	0	0
EH2 Land at Brook Wood	+	+	0	-	-/+	0	0	0	0	0	0	+	0	-/+	-	+	+	0	0
EH3 Land north of Smallfield Road	+	0	0	-	-/+	0	0	0	0	0	0	+	0	-/+	-	+	+	0	0
NWH1 Land at Meath Green Lane, Horley	+	+	0	-	+	0	0	0	0	0	0	+	0	+	-	+	+	0	0
NWH2 Land at Bonehurst Road, Horley	+	+	0	-	+	0	0	0	0	0	0	0	0	++	-	+	+	0	0
SEH1 Land at Fishers Farm and Bayhorne Farm, Horley	++	+	0	-	+	0	0	--	-	0	0	0	0	++	-	+	+	0	0

	East Surrey SA objectives																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
SEH2 Land between Balcombe Road and railway, Horley	+	-	0	0	+	0	0	-	--	-	0	0	-	++	-	+	+	0	0
SEH3 Land east of Balcombe Road, Horley	0	-	0	-	+	+	0	-	--	-	0	0	-	++	-	+	+	0	0
SEH4 Land off the Close and Haroldslea Drive, Horley	+	-	0	-	+	0	0	-	-	-	0	+	0	++	-	+	+	0	0
SEH5 Land between Woodside Works and Burstow Stream, Horley	++	-	0	-	-	0	0	-	-	-	0	+	-	0	-	+	+	0	0
SEH6 Land at Newstead Hall, Horley	--	+	0	--	+	0	0	0	0	0	-	+	0	+	-	+	+	0	0
SEH7 Land at Wilgers Farm, Horley	+	-	0	--	+	0	0	0	0	0	--	+	-	+	-	+	+	0	0
SEH8 Land at Farney View Farm, Horley	-	+	0	--	+	0	0	0	0	0	-	+	-	+	-	+	+	0	0
SEH9 Land east of Wilgers Farm, Horley	--	+	0	--	+	0	0	0	0	0	--	+	-	+	--	+	+	0	0
SEH10 Land east of Farney View Farm, Horley	+	+	0	-	-	0	0	0	0	0	-	+	-	-	-	+	+	0	0
SEH11 Land at Harrowsley Green Farm, Horley	++	+	0	-	-	0	-	0	0	0	-	+	--	-	-	+	+	0	0
SEH12 Land south of Haroldslea Drive, Horley	+	+	0	--	--	0	-	-	-	0	--	-	--	--	--	+	+	0	0

Table 6 - Assessment matrix summary of potential urban and town centre site options⁵

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
39-49 High Street, Horley	++	0	0	++	+	+	+	0	0	0	++	0	0	0	0	0
50-66 Victoria Road, Horley	++	0	0	++	++	++	+	0	0	0	++	0	0	0	0	0
136-168 High Street, Banstead	+	-	0	++	++	++	+	0	0	0	++	0	0	0	0	0
Albert Road North Industrial Estate, Reigate	+	0	0	+	++	++	+	0	0	0	++	0	0	0	0	?
Banstead Community Centre	+	++	0	++	++	0	0	0	0	0	++	0	0	0	0	0
Chequers Hotel, Horley	++	0	+	++	++	0	0	0	0	0	++	0	0	0	0	+
Church of Epiphany, Merstham	+	+	0	+	++	0	0	0	0	0	++	0	0	0	0	0
Colebrook, Redhill	++	+	0	++	++	0	0	0	0	0	-	0	0	0	0	0
Cromwell Road, Redhill	+	0	0	++	++	++	+	0	0	0	++	0	0	0	0	0
Depot and Bellway, Merstham	++	0	0	++	+	-	-	0	0	0	++	0	0	0	0	+
Gloucester Road Car Park, Redhill	+	0	0	++	++	+/0	+/0	0	0	0	-	0	0	0	0	0
High Street Car Park, Horley	++	0	0	++	++	++	+	0	0	0	0	0	0	0	0	0
Hockley Business Centre, Hooley Lane, Redhill	++	0	0	+	+	-	-	0	0	0	++	0	0	0	0	+
Horley Library	++	-	0	++	++	0	0	0	0	0	0	0	0	0	0	0
Horley Police Station	+	0	0	++	++	-	-	0	0	0	++	0	0	0	0	0
Hutchins Farm, Horley	+	0	-	+	0	0	0	0	0	0	++	0	0	0	0	0
Kingswood Station	++	0	0	++	+	-	-	0	0	0	++	0	0	0	0	+
Library and Pool House, Reigate	+	-	0	++	++	0	0	0	0	0	-	0	0	0	0	0
Longmead, Redhill	+	0	+	++	++	0	0	0	0	0	-	0	0	0	0	0
Maple Works, Redhill	+	0	0	0	+	-	-	0	0	0	-	0	0	0	0	+

⁵ See Appendix G for full set of appraisals

	East Surrey SA objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Marketfield Way, Redhill	++	0	0	++	++	++	+	0	0	0	0	0	0	0	0	0
Merstham Library	+	+	0	+	+	0	0	0	0	0	0	0	0	0	0	0
Former Oakley Centre, Merstham	++	+	+	+	++	0	0	0	0	0	++	0	0	0	0	-
Quarryside, Redhill	++	0	0	+	+	-	-	0	0	0	++	0	0	0	0	+
Reading Arch Road, Redhill	++	0	0	++	++	+	+	0	0	0	+	+	+	0	0	+
Redhill Law Courts, Redhill	++	+	0	+	+	0	0	0	0	0	++	0	0	0	0	+
Royal Mail Sorting office, Redhill	++	0	0	++	++	++	+	0	0	0	0	0	0	0	0	0
Royal Mail, Horley	+	0	0	++	++	++	+	0	0	0	0	0	0	0	0	0
Telephone Exchange, Horley	+	0	0	++	++	++	+	0	0	0	++	0	0	0	0	0
The Horseshoe, Banstead	++	++	0	++	+	+	+	0	0	0	++	0	0	0	0	?
Town Hall, Reigate	+	0	0	-	++	+	+	0	0	0	0	0	0	0	0	0
The Orchard, Bell Street, Reigate	+	0	-/-	0	-	0	0	0	0	0	+	0	0	0	0	0

Table 7 - Assessment matrix summary of potential strategic employment sites (SES)⁶

	East Surrey SA objectives																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
NWH1 Land at Meath Green Lane, Horley	0	0	0	-	-	0	0	0	0	0	0	-/+	0	0	0	+	++	0	0
NWH2 Land at Bonehurst Road, Horley	0	0	0	--	+	0	0	0/-	0	0	0	-/+	0	+	-	+	++	0	0
SEH1 Land at Fishers Farm and Bayhorne Farm, Horley	0	-/+	0	-	++	0	0	-	-	0	0	0	0	++	0	++	++	0	0

⁶ See Appendix H for full set of appraisals

	East Surrey SA objectives																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
SEH2 Land between Balcombe Road and railway, Horley	0	0	0	+	+	0	0	-	-	?	0	0/+	-	++	0	++	++	0	0
SEH3 Land east of Balcombe Road, Horley	0	0	0	-	+	+	0	-	--	?	0	0	0	++	-	+	+	0	0
SEH4 Land off the Close and Haroldslea Drive, Horley	0	0	0	-	+	+	0	-	-	?	0	0	0	++	-	++	++	0	0
SEH5 Land between Woodside Works and Burstow Stream, Horley	0	0	0	-	-	0	0	-	-	?	0	0	-	0	0	++	++	0	0
SEH6 Land at Newstead Hall, Horley	0	0	0	--	0	0	0	0	0	0	0	--	0	-/+	-	+	+	0	0
SEH7 Land at Wilgers Farm, Horley	0	-	0	--	+	0	0	0	0	0	--	0	0	+	-	++	++	0	0
SEH8 Land at Farney View Farm, Horley	0	0	0	--	+	0	0	0	0	0	-	0	0	+	-	+	++	0	0
SEH9 Land east of Wilgers Farm, Horley	0	0	0	--	0	0	0	0	0	0	--	0	-	0	-	++	++	0	0
SEH10 Land east of Farney View Farm, Horley	0	0	0	-	-	0	0	0	0	0	-	0	0	-	-	+	++	0	0
SEH11 Land at Harrowsley Green Farm, Horley	0	0	0	-	-	0	?	0	0	0	-	0	-	0	-	++	++	0	0
SEH12 Land south of Haroldslea Drive, Horley	0	0	0	--	--	0	?	0	-	0	--	0	--	--	--	++	++	0	0

1.3 Next Steps

1.3.1 This SA document will be consulted upon as part of the DMP Regulation 18 consultation. Following consultation, responses received will be analysed and taken into account as the final draft DMP is prepared. Further sustainability appraisal will be undertaken as necessary, and a Sustainability Appraisal Report prepared to inform decision making on the submission Development Management Plan.

1.4 Monitoring

1.4.1 Monitoring is an important process in plan making and review and can help identify areas where benefits are not being maximised and policy objectives/targets are not being delivered. The SA process highlights areas where the sustainability impacts of a plan need to be monitored and reviewed. Progress of the Council's Core Strategy, adopted in July 2014 is monitored through the Annual Monitoring Report (AMR). The AMR will also incorporate the Development Management Plan (DMP) monitoring indicators, once it is adopted.

1.4.2 The following list identifies issues that have been identified to be monitored through the Annual Monitoring Report (AMR) to ensure that the Borough Council is aware of the impact the local plan can have on social, economic and environmental interests.

- Delivery of housing, affordable housing, and traveller accommodation
- Provision of employment floorspace
- Making best use of previously developed land
- Implementation of measures to protect the SAC, including through the Green Infrastructure Strategy and Action Plan
- Protection of urban open land
- Securing sustainable construction standards, including in relation to unit size and water efficiency
- Air Quality Management Areas
- Capacity of renewable energy
- Improvements to provision for walking
- Improvements to provision for cycling
- Improvements to provision for public transport
- Protecting cultural and heritage interests
- Protecting the landscape and biodiversity assets

2 BACKGROUND

2.1 Purpose of Sustainability Appraisal

- 2.1.1 Under Section 19 of the Planning and Compulsory Act 2004, a sustainability appraisal (SA) is a mandatory requirement for local plans and should be undertaken alongside the preparation of the local plan.
- 2.1.2 Planning Practice Guidance (PPG) on SA provides advice about how an SA should be carried out.
- 2.1.3 The main role of SA is to promote sustainable development by ensuring that sustainable development considerations are treated as an integral part of the plan making process, and by assessing the extent to which the emerging local plan will help to achieve relevant social, environmental and social objectives.
- 2.1.4 The SA process should take into account the social, economic and environmental impacts of plan options and proposals and suggest ways to avoid and minimise negative impacts and maximize positive benefits through mitigation, to reduce any adverse impacts the plan may otherwise have. This ensures that the most appropriate options are put forward in the plan having looked at all other reasonable alternatives.
- 2.1.5 The SA process is governed by a range of European and national legislation and policy including;
- the European Directive on Environmental Assessment of Plans and Programmes 2001/42/EC which was transposed into English Law by the Environmental Assessment of Plans and Programmes Regulations 2004. This is known as SEA Directive (Strategic Environmental Assessment). Its main purpose is to protect the environment from any significant impacts and effects of a local plan or programme.
 - The 2004 Planning and Compulsory Purchase Act, which requires SA of all emerging Local Plan documents
 - Town and Country Planning Regulations 2012 (England) which states that the Sustainability Appraisal needs to be submitted alongside the local plan.
 - The National Planning Policy Framework (NPPF) which states that planning policies should be positive and should be based on the most up to date information about the natural environment and other characteristics of the area. Paragraph 165 requires that a sustainability appraisal which meets the requirements of the European Directive on SEA is an integral part of the local plan preparation process and should consider all the likely significant and adverse social, environmental and economic factors.
- 2.1.6 In undertaking its SA, the Council is incorporating the requirements of the SEA Directive. Appendix A indicates where and how the requirements of the SEA Directive are integrated in this Sustainability Appraisal Report.

2.2 Links to other strategies, plans, programmes and sustainability objectives

- 2.2.1 A review of the international, national, county and local level legislation and guidance has been conducted by the Council and is set out in the Scoping Report (2012) for the Core Strategy in line with regulation 12 (3) of the SEA Directive. This identifies key sustainability issues affecting the borough and objectives used in the sustainability appraisal. Appendix B provides a list of all the relevant plans, programmes and strategies that have been considered in line with the requirements of the SEA Directive which includes “an outline of the plans relationship with other relevant plans and programmes.”
- 2.2.2 The requirements of these documents provide the context for sustainability appraisal and have influenced the formation of the objectives that comprise the SA Framework and have subsequently been incorporated into the appraisal.

2.3 Development Management Plan (DMP)

- 2.3.1 The Development Management Plan will include detailed policies and site allocations to guide new development across the borough. The scale and location of growth will reflect the development principles set out in the Core Strategy. Once adopted, the Development Management Plan will supersede the majority of policies within the existing Borough Local Plan (BLP) 2005.
- 2.3.2 The Council is planning to undertake Regulation 18 consultation on the Development Management Plan in summer 2016. This Sustainability Appraisal includes detail about the SA process that has been used to shape the Regulation 18 consultation document. It should be noted that the content of the DMP has not been finalised, and therefore further SA will be required after the Regulation 18 consultation prior to agreement of the final draft DMP for submission for Examination.
- 2.3.3 The Regulation 18 Development Management Plan consultation document is split into three main themes:
- 2.3.3.1 **Theme 1: Growing a prosperous economy** to encourage retail, commercial and industrial development in the borough.
 - 2.3.3.2 **Theme 2: Building self-reliant communities** by guiding residential development and other associated social, cultural and leisure needs.
 - 2.3.3.3 **Theme 3: Place shaping** through development of identified major sites to deliver social, environmental and economic objectives
- 2.3.4 DMP objectives are identified under each theme. Themes 1 and 2 include proposed policy approaches in relation to a number of topic areas. Theme 3 includes potential development sites and broad development principles for the purposes of consultation, however, does not make recommendations in relation to preferred options.

2.4 Habitats Regulation Assessment (HRA)

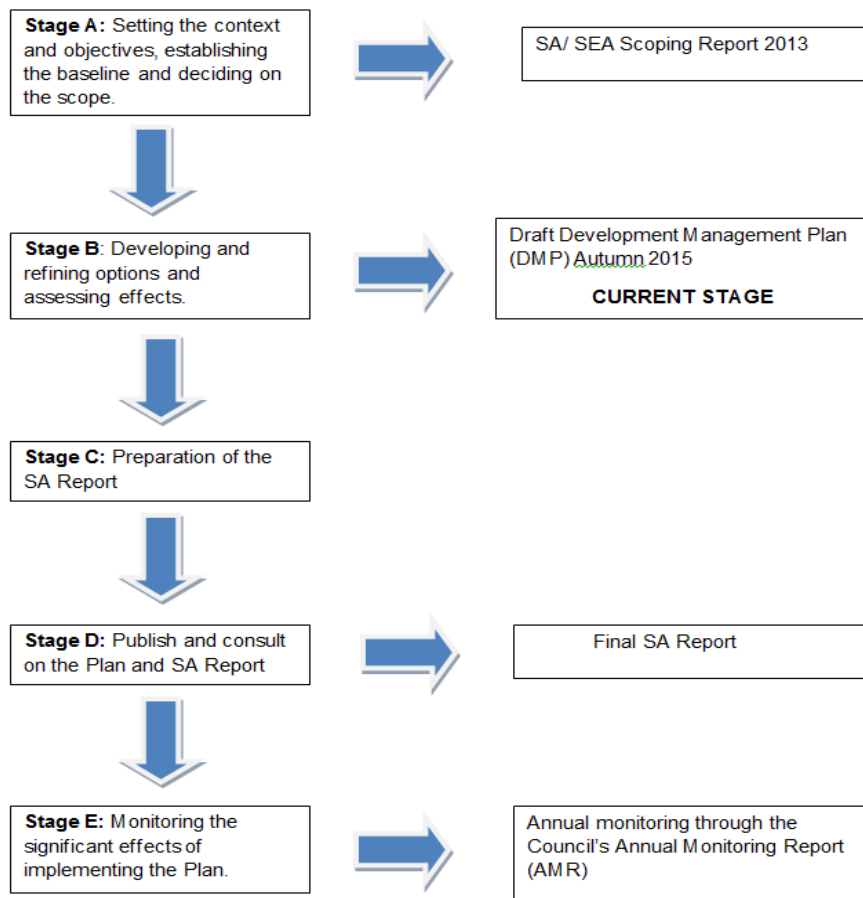
- 2.4.1 HRA – assessment of the impacts of plans and projects on the Natura 2000 network of internationally important nature conservation sites – is also required as part of the plan preparation process, by the European 'Habitats Directive' (transposed into UK legislation through the Conservation of Habitats and Species Regulations 2010). The Council is undertaking a Habitats Regulations Assessment as a separate exercise, the results of which will be published on the Council's website.

3 SA METHODOLOGY

3.1 The Five Stage Process

3.1.1 The Council is following the 5 step process set out in national planning practice guidance in undertaking a sustainability appraisal in support of its emerging DMP. This process is set out in figure 1 below:

Figure 1– Sustainability Appraisal step process



3.2 Stage A: Context, Baseline and Scope

3.2.1 Links to other strategies, plans and programmes: A review of international, national, regional, county and local level legislation and guidance has been conducted to help inform the identification of objectives for the sustainability appraisal. Appendix B provides a list of the relevant plans, programmes and strategies that have been considered.

- 3.2.2 In addition to these, the Scoping Report (2012) and LDF evidence base have enabled a comprehensive understanding of the social, economic and environmental characteristics of the Borough to be developed. LDF evidence base documents are available on the Council's website and include:
- a) Gypsy and Traveller Accommodation Assessment
 - b) Strategic Housing Market Assessment and Housing Context Technical Paper
 - c) Local Economic Needs Assessment and Strategic Employment Provision Opportunity Study
 - d) Strategic Housing Land Availability Assessment
 - e) Landscape Character Assessment
 - f) Design and Parking Review
 - g) Strategic Flood Risk Assessment
 - h) Infrastructure Delivery Plan
- 3.2.3 Baseline and context: The Council's latest Scoping Report was published in 2012. It is available on the Council's website at SA and SEA Scoping Report (September 2012). This sets the baseline and context for the DMP SA process. It identifies baseline information about the state of the borough, (social, economic and environmental characteristics) and explores recent trends, identifying sustainability issues and problems. The SA consultation bodies were consulted on the Scoping Report.
- 3.2.4 Sustainability Objectives: The Sustainability Objectives used by the Council are an agreed set of objectives devised by East Surrey local authorities, accompanied with decision aiding questions. The East Surrey local authorities are Reigate & Banstead, Tandridge, Mole Valley, Elmbridge and Epsom & Ewell. Taking a joint approach to identifying Sustainability Objectives allows for consistency and for these local authorities to consider cross boundary issues (such as flooding and landscape). It also allows for other areas to be identified where further co-operation and joint partnership working may be a more effective means to address sustainability issues.
- 3.2.5 The East Surrey Sustainability Appraisal objectives originate from the South East Regional Sustainable Framework and South East Plan which have since been revoked. These objectives have been revised and amended over time to reflect changes over time and experience in applying them. The latest review of the East Surrey Sustainability Objectives was carried out collectively by all East Surrey local authorities in April 2015 to make them more consistent with the core principles (social, economic & environmental) set out in the NPPF.
- 3.2.6 The latest Sustainability Objectives were adopted in June 2015 (see appendix C). For clarity, Appendix C also cross references the Sustainability Objectives against the relevant topics within the SEA Directive and relevant NPPF themes.
- 3.2.7 These objectives have been used to appraise the DMP objectives, policy options, and town centre and urban housing opportunity site options. It should be noted that the previous series of East Surrey Objectives were used to appraise Sustainable Urban Extension site options and Strategic Employment Site options tested as part of this SA, however this was a result of the point at which the appraisals were undertaken and is not considered to compromise the robustness of the appraisal.

3.3 Stage B: Developing and refining options and assessing effects

3.3.1 In preparing the Development Management Plan Regulation 18 consultation document, a wide range of policy and site options were appraised. The emerging DMP objectives were also appraised. In undertaking the appraisals, the decision aiding questions that accompany the East Surrey Sustainability Objectives were used, as well as information in the Scoping Report.

3.3.2 Each option was assessed to identify its effects over the short, medium and long term, using the key (table 8 below) to rate predicted impacts and effects against the SA objectives.

Table 8 – Sustainability Appraisal impacts rating matrix

Key	Effect
++	Likely to have significant positive effects
+	Likely to have positive effects
0	Neutral
?	Uncertain/ insufficient evidence or information available
-	Likely to have negative effects
-/-	Likely to have significant negative effects

3.3.3 The SA of the options to inform the Development Management Plan Regulation 18 consultation document was carried out in house by policy officers. The following types of option were appraised:

- a) The proposed DMP Objectives
- b) Development Management policy options in relation to a wide range of topic areas
- c) Potential town centre opportunity site options
- d) Potential urban housing site options
- e) Potential sustainable urban extension site options
- f) Potential strategic employment site options

3.3.4 Officers convened a series of meetings where potential impacts of all options identified were assessed against the East Surrey Sustainability Objectives (Appendix C), taking into account the baseline and contextual information in the Scoping Report. Each option was assessed in terms of the nature of its effects on the sustainability appraisal objectives (including positive, negative, neutral, and uncertain), in addition to its relative magnitude and duration over time.

3.3.5 The findings from each of the appraisals are set out in the relevant appendices. Where relevant, a preferred approach has been identified and justified, along with an explanation for why the alternatives were rejected. A summary of the findings is set out in the subsequent sections of this report.

3.3.6 As part of the SA process, measures to mitigate or avoid potential negative sustainability impact were identified. This provided policy officers the option to review and amend emerging policies and proposed approaches, to ensure the sustainability attributes of the Development Management Plan (DMP) are maximised.

3.4 Stage C: Preparing the SA Report

3.4.1 Consultation on the Regulation 18 Development Management Plan consultation document, and on this SA, will be carried out in summer 2016. Following consultation, comments will be reviewed and taken into account in the revised plan, which will be further consulted on in Spring 2017 (Reg 19 Consultation), prior to submission for examination. The preferred options set out within the final draft DMP will be appraised prior to submission. The findings of this SA will be set out in a SA Report for submission to the Secretary of State.

3.5 Stage D: Publish and consulting on the SA Report

3.5.1 At the Regulation 19 Stage, the formal Sustainability Appraisal Report will be consulted alongside the draft DMP and updated as necessary to reflect any changes as a result of the examination in public.

3.6 Stage E: Monitoring the significant effects following implementation of the local plan

3.6.1 Following adoption of the plan currently anticipated in early 2018, any significant predicted impacts and effects will be monitored and published annually through the Authority's Annual Monitoring Report (AMR), which is available on the Council's website. The AMR will measure performance against set targets and report the effectiveness of each policy annually in line with article 10 of the SEA directive which 'refers to the monitoring of significant environmental effects following implementation of plans or programmes.'

4 SUSTAINABILITY APPRAISAL FINDINGS

- 4.1 The Sustainability Appraisal Framework consists of 16 objectives all of which are supported by a number of decision aiding questions to ensure that key sustainability issues are addressed. Each objective is linked to one or more of the core principles (social, economic and environmental) of the NPPF. The latest SA objectives and the decision aiding questions that sit alongside the objectives are set out in Appendix C.
- 4.2 Appendices D to H provide a detailed account of how each proposed objective, possible policy approach or potential development site has been assessed against the SA framework (Appendix C).

Proposed DMP Objectives

- 4.3 The emerging DMP objectives were reviewed against the sustainability appraisal objectives. In general the DMP objectives scored positively in sustainability terms, and cover the range of issues included in the sustainability objectives (see Annex D). Table 9 summarises the appraisal comments in relation to impact avoidance/mitigation raised for the proposed objectives.

Table 9 – Proposed DMP objectives: Mitigation and impact avoidance recommendations

Objective	Avoidance/mitigation comment
PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough	It will be important that policies do not safeguard employment land when there is no reasonable prospect of its continued use as employment land. It will be important that DMP policies encourage resource efficiency and renewable energy technology as part of new development.
SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness	It will be important that the DMP includes policies that ensure that development is designed to allow for easy recycling and the efficient storage and collection of waste. The DMP should make it clear that development will be steered away from areas at risk of flooding.
SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants	It will be important that DMP policies encourage resource efficiency and renewable energy technology as part of new development. It will be important that sustainable construction requirements are considered through the DMP. DMP policies could encourage design measures to protect future residents from extreme weather events.

Objective	Avoidance/mitigation comment
SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies.	DMP policies should seek to avoid any significant detrimental viability impact on future housing provision. It will be important to ensure that landscape impact is a consideration in relation to renewable energy policy/proposals.
SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.	DMP policies should encourage sustainable urban drainage schemes.
PS1: Identify a local target for Gypsy, Traveller and Travelling Showpeople sites and allocate sites to achieve this target	It will be important to consider heritage and cultural constraints when identifying possible sites. It will be important to consider accessibility when identifying possible sites. It will be important to consider soil quality when identifying possible sites. It will be important to consider landscape character when identifying possible sites. It will be important to consider biodiversity resources when identifying possible sites.
PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles	It will be important to consider soil quality when assessing possible sites. It will be important to consider landscape character when assessing possible sites. It will be important to consider biodiversity resources when assessing possible sites.
PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles	It will be important that DMP policies encourage energy efficiency and renewable energy technology as part of new development. It will be important to consider soil quality when identifying possible sites. It will be important to consider landscape character when identifying possible sites. It will be important to consider biodiversity resources when identifying possible sites.

Potential DMP Policy Approaches

A wide range of policy approaches were appraised including, for each policy area a “do nothing/ business as usual” option. Appendix E includes the full appraisals. Table 10 summarises the options considered for each policy area, the preferred option and the reason for selecting that preferred option.

Table 10: Potential DMP Policy Approaches - summary table

Section	Policy approach	Options considered	Preferred option
Theme 1 – Section 1 Economic Development	Employment Designations; Principal and Local Employment Areas	<u>Option 1</u> Retain existing Borough Local Plan ‘one-size fits all’ approach.	Option 2 is the preferred option. This recognises the differing roles that different employment areas across the borough plan. It provides greater flexibility to meet the local and changing needs of businesses (thus assisting in providing more variety of job options and making better use of PDL in the borough) than Option 1. It provides more local specificity than Option 3, proposing a policy approach that reflects the specific characteristics of employment provision in Reigate & Banstead and the development pressures that exist here.
		<u>Option 2</u> Introduce two tier designation with a policy which focuses on industrial, R&D and warehouse uses on principal employment sites and allows a more flexible approach to mix of uses in local employment areas and non-designated sites	
		<u>Option 3</u> Do not have a specific policy – rely on Core Strategy/NPPF	
	Employment Development Outside of Employment Areas	<u>Option 1</u> Retain existing Borough Local Plan ‘one-size fits all’ approach	
		<u>Option 2</u> Have a specific policy which enables employment uses outside of designated Employment Areas and Town Centres (excluding Class A uses other than A2) provided there is no adverse impact on the locality	
		<u>Option 3</u> Do not have a specific policy – rely on Core Strategy/NPPF	

Section	Policy approach	Options considered	Preferred option
			travel, due to enabling home based businesses, and consequently reducing pollution from traffic, and improving air quality.
	Safeguarding Employment Land	<u>Option 1:</u> Retain existing Borough Local Plan Policy and resist loss of employment land	Option 2 is the preferred option despite having the same scoring profile as option 4, as option 2 provides an additional layer of local specificity and detail, which will be beneficial in informing decision making on planning applications in particular recognising the need to protect local amenity and the ability of existing businesses to function (important to ensure surrounding/ adjoining business remain viable).
		<u>Option 2:</u> Protect employment land unless it can be demonstrated that use is unviable for employment or employment generating uses and that alternative uses would not prevent adjoining businesses from operating effectively	
		<u>Option 3:</u> Accept losses of employment land	
		<u>Option 4:</u> Do not have a specific policy – rely on Core Strategy/NPPF	
	Support access to electronic communication networks	<u>Option 1:</u> Do not have a policy; rely on national policy	A mixture of Option 2 and Option 3 is the Council's preferred approach. Both these options allow for the introduction of policy that reflects specific local circumstances and the characteristics and sensitivities of the borough. Option 2 takes account of the large number of small businesses and home workers in the borough to which access to high speed broadband is vital. Option 3 allows for detailed criteria to be set out to assess applications for telecoms apparatus allowing for consideration of the localised impact of this form of development (particularly on the landscape and surrounding area) as well as the delivery of strategic objectives set out in national policy.
		<u>Option 2:</u> Local policy in relation to improving broadband connectivity in new development	
		<u>Option 3:</u> Local policy in relation to design and siting of telecommunications apparatus	
	Local Skills and Training Opportunities	<u>Option 1</u> Do not have a specific policy on this issue	Option 2 is the preferred approach as it encourages the establishment of potential employment opportunities for local residents, maximising the benefits of new development in the borough.
		<u>Option 2</u> Encourage new developments over a certain size to make provision for/or support construction apprenticeships and/or other local training	

Section	Policy approach	Options considered	Preferred option		
		opportunities.			
Theme 1 – Section 2 Town and Local Centres	Managing development within retail frontages identified frontages	<u>Option 1:</u> Don't have a separate policy - rely on Core Strategy/ NPPF	The preferred approach is a combination of options 2 and 3 as this supports a mixture of uses in its unique town centre setting and encourages the provision of active frontages in support of a vibrant town centre. It also recognizes the importance of upper floor usage and its contribution and also impact on the vitality and vibrancy of town centres to ensure that new development continues to make a positive contribution without, impacting on other users and existing businesses in the surrounding area.		
		<u>Option 2:</u> Have a specific policy managing development in retail frontages			
		<u>Option 3:</u> Make specific policy reference to optimise use of upper floors			
	Ensuring a mix of uses within town centre frontages	<u>Option 1:</u> Do not have a specific policy – rely on Core Strategy/ NPPF		Option 3 is the preferred approach as it retains the principle of threshold but allows for local specificity to be introduced into the borough to ensure a healthy balance of uses is maintained across both primary and secondary frontages that reflect local circumstances of the town centre character and is not restrictive to certain uses.	
		<u>Option 2:</u> Carry forward BLP policy			
		<u>Option 3:</u> Refresh thresholds but allow for greater flexibility for changes of use where these enhance vitality and viability of an individual town centre.			
	Ensuring continued viability and vitality of Local Centres	<u>Option 1:</u> Introduce core use thresholds for local centres.		Option 2 is the preferred policy approach as it allows for a flexible policy approach to uses in local shopping areas and smaller centres whilst recognising the important role that retail and other use (e.g. A3 and community uses) play in adding to the vitality and vibrancy of these centres, and providing accessible local services and facilities, and the need to protect these from pressure for alternative uses.	
		<u>Option 2:</u> Use policy criteria to manage uses within local centres.			
		<u>Option 3:</u> Don't have a specific policy – rely on Core Strategy and NPPF.			
	Development proposals in smaller centres and for isolated shops			<u>Option 1:</u> Do not have a policy; rely on Core Strategy/ NPPF	Option 2 is the preferred approach as it allows for local specificity with opportunity for clear policy criteria recognizing the importance and need to protect smaller centres and isolated shops for local communities. However it will be important that the
				<u>Option 2:</u> Have a local policy to protect isolated shops	

Section	Policy approach	Options considered	Preferred option
			policy is sufficiently flexible to allow for changes of use away from such uses where they are demonstrated to be no longer viable.
	Temporary uses in vacant units	<u>Option 1:</u> Don't have a policy- rely on Core Strategy/ NPPF <u>Option 2:</u> Include a specific policy with criteria to guide the introduction of temporary uses to reduce vacancies in town and local centres	Option 2 is the preferred approach as it is more locally specific in providing policy support for a mechanism that can help to reduce the number of vacant units within the borough's town and local centres, with associated benefits for the local economy.
	Retail Warehousing	<u>Option 1:</u> Don't have a specific policy – rely on Core Strategy and NPPF. <u>Option 2:</u> Have a separate policy on retail warehousing	Option 2 is the preferred approach as it provides greater definition of retail warehousing and allows for greater control over where retail warehousing proposals are permitted in the borough (within designated retail warehousing).
Theme 2 – Section 1 Design, character and amenity	Design Development of	<u>Option 1:</u> Don't have a separate policy only rely on the NPPF <u>Option 2:</u> Include a more generic design policy which is applicable to all types of developments. (Good design is common in all types of development including residential, community facilities and commercial developments).	Option 2 is the preferred approach as it allows for a locally specific policy on design, reflecting (and protecting and enhancing) the particular characteristics of the borough, to guide decision making on planning applications.
	Back Garden Land Development	<u>Option 1:</u> Do not have a separate policy, rely on Core Strategy and national policy <u>Option 2:</u> Reliance on general design policies within the DMP. <u>Option 3:</u> Do not allow any additional housing development on back gardens. <u>Option 4:</u> Have a separate DM policy to enable appropriate back garden development recognising the particular sensitivities of this source of land supply.	Option 4 is the preferred approach as it allows for a locally specific policy with criteria to ensure that back garden development is sensitively designed, not only with reference to residential amenity, but also the specific visual, access and biodiversity considerations that come with back garden land in the borough.
	Residential Area of Special Character	<u>Option 1:</u> Only rely on the NPPF and generic design policies in	Option 2 is the preferred approach. This option allows for a locally specific policy protecting those parts of

Section	Policy approach	Options considered	Preferred option
	(RASC)	the Core Strategy	the urban areas of the borough that have been identified as having a special and cohesive low density character. It is recognised that protecting a small number of lower density areas from intensive development limits the ability of these areas to contribute to housing land supply in the borough, but there are important advantages in protecting local character/heritage, and retaining wider GI/biodiversity benefits in these areas.
		<u>Option 2:</u> Include separate detailed policy setting criteria in relation to scale, height, massing and density for development within RASCs across the borough to retain their distinctiveness and local character (lower density) from inappropriate and over development.	
	Housing Mix	<u>Option 1:</u> Require housing mix to have regard to the Council's evidence of need and local character.	A combination of options 1 and 2 is the preferred approach: this will help ensure that – generally - the mix of housing provided reflects local needs (whilst safeguarding local character); introduces a mechanism to secure delivery of smaller, relatively more affordable, units, as well as larger units on larger developments to meet the needs of families; and ensures that mixed communities are achieved in larger schemes.
		<u>Option 2:</u> Set specific requirements for housing developments to incorporate a proportion of small units and larger units.	
		<u>Option 3:</u> Do not have a specific policy – rely on Core Strategy/NPPF.	
	Delivering high quality homes	<u>Option 1:</u> Set local qualitative criteria to ensure housing provides a good living environment for future occupants.	A combination of options 1, 2 and 3 is preferred. This would allow for the introduction of local design standards to reflect specific local circumstances (such as water availability) (option 1); the provision of homes that are of a size suitable to meet people's needs and allow for healthy living environments (option 2), and specifically secure the delivery of adaptable housing units to provide for those who are older or less mobile, as well as wheelchair users (option 3). Whilst option 2 may mean that developments need to be of a marginally lower density, the benefits of providing homes of a suitable size are considered to outweigh this.
		<u>Option 2:</u> Require new homes to meet the national internal space standards.	
		<u>Option 3:</u> Require housing developments to design a proportion of units which are accessible and adaptable for those with lower mobility.	
	Construction Management	<u>Option 1:</u> Include a policy that sets out the Council's expectations that the construction process is managed in a considerate manner, and requires agreement of Construction Management Statements.	Option 1 is the preferred approach. It will ensure that local issues around construction can be better addressed and managed, recognising that other national regimes and legislation governs many of the concerns raised by residents in relation to

Section	Policy approach	Options considered	Preferred option
		<u>Option 2:</u> Do not have a specific policy on this issue – rely on other standards/regulatory regimes	development construction.
	Safeguarding against the effects of noise, air and light pollution, and remediating contaminated land	<u>Option 1:</u> Don't have a separate policy - rely on Core Strategy/ NPPF	A combination of options 2 and 4 are the preferred policy approach and allow for local specificity in the mitigation of air, noise and light pollution. With specific noise contour guidance stipulating a 57dBLeq distance required for development to not result in unacceptable noise levels to residents based on the most up to date evidence. This approach also seeks to provide more opportunity for development through mitigation and attenuation measures including remediation of contaminated land to minimize negative impacts. Option 3 allows for more flexibility but could provide opportunities for development proposals to be built out with little or no mitigation measures in place. A balanced approach is required to ensure noise impact is reduced to an acceptable level.
		<u>Option 2:</u> Have separate noise, air and light/ pollution policy	
		<u>Option 3:</u> Don't have a policy on noise for development around Gatwick Airport	
		<u>Option 4:</u> Apply the 57bDLeq as the significantly adverse effect, thereby requiring impact assessments and mitigation measures.	
	Advertisements & Shop Fronts	<u>Option 1:</u> Don't have a separate policy rely on the Core Strategy and NPPF	Option 3 is the preferred approach reflects local specificity and allows for greater control over advertisements at the local level by addressing some of the issues around light pollution, heritage assets and conservation.
		<u>Option 2:</u> Don't have a detailed DM adverts and shop fronts policy but use more general DM design/amenity policies.	
		<u>Option 3:</u> Include detailed policy on advertisements and shop fronts including criteria in relation to visual impact and safety.	
Theme 2 – Section 2 Open Space and Recreation	Urban Open Spaces	<u>Option 1:</u> Retain existing blanket restriction on development on designated urban open space.	Option 2 is the preferred approach. This options seeks to protect urban open land where it provides an important multifunctional role in urban areas, however recognises that in some exceptional cases an alternative use may outweigh these benefits. The provision of locally specific guidance as to these exceptional circumstances will be beneficial to inform
		<u>Option 2:</u> Continue to designate and protect areas of urban open space but set out clear, exceptional circumstances, when some development could be	

Section	Policy approach	Options considered	Preferred option
		acceptable.	decision making on planning applications.
		<u>Option 3:</u> Do not have a specific policy - rely on Core Strategy/ NPPF.	
	Open Space in new Developments	<u>Option 1:</u> Require new developments to make appropriate provision for open space and play facilities on-site based on national standards.	Option 1 is the preferred approach. Making provision for open spaces in new development bringing a number of benefits including improved biodiversity in urban areas, and enhanced resident health and well-being.
		<u>Option 2:</u> Do not require open space to be provided as part of new developments.	
		<u>Option 3:</u> Do not have a specific policy – rely on Core Strategy/ NPPF.	
	Outdoor Sport and Recreation	<u>Option 1:</u> Set criteria to inform and encourage appropriate proposals for new or enhanced outdoor sport and recreation facilities.	Option 1 is the preferred approach for delivering and making provision for local sports facilities in the borough. Whilst broadly consistent with national policy requirements, it provides the more detailed policy guidance necessary to ensure that such facilities are sited in a way that maximises their benefits to the local community, whilst minimising negative impacts such as noise and light pollution and visual impact.
		<u>Option 2:</u> Do not have a specific policy - rely on Core Strategy/NPPF	
Theme 2 – Section 3 Transport, Access and Parking	Access, Parking & Servicing	<u>Option 1:</u> Don't have a specific policy on access, parking and servicing, rely on the Core Strategy and NPPF.	The preferred approach is to have combination of option 2 and option 4 or 5. Option 2 allows for the introduction of detailed criteria to ensure specific measures are designed into new development to ensure safety and to improve the attractiveness of sustainable transport options. Options 4 or 5 allow for parking provision to be varied across the borough to reflect the relative accessibility areas, and to be varied across types of uses to reflect the specific needs of users and /or residents.
		<u>Option 2:</u> Include a separate, detailed local policy on access, parking and servicing.	
		<u>Option 3:</u> Don't have any local parking standard guidance	
		<u>Option 4:</u> Have parking standards for the borough – use SCC guidance with local implementation detail	
		<u>Option 5:</u> Have locally set parking standards for the borough.	

Section	Policy approach	Options considered	Preferred option
	Airport Parking	<u>Option 1:</u> Do not have a specific policy – rely on Core Strategy/ NPPF.	Both options scored the same, however option 2 is the preferred approach as it is protecting the role of Gatwick Airport and supporting its function.
		<u>Option 2:</u> Retain existing BLP policy which requires consistency with other policies.	
	Gatwick Airport Car Parking	<u>Option 1:</u> Don't have a separate policy – rely on Core Strategy and NPPF.	Option 2 is the preferred option as it allows for greater control over airport car parking in locations that are removed from the airport itself. This option will help direct additional airport parking to locations in closer proximity to airport terminals.
		<u>Option 2:</u> Have specific policy that seeks to resist airport car parking provision in the borough.	
Theme 2 – Section 4 Flooding and climate change resilience	Flooding	<u>Option 1:</u> Do not have a specific policy – rely on Core Strategy/ NPPF. <u>Option 2:</u> Have a separate DM policy on flooding which requires a flood risk assessment in relation to the scale of the development proposal.	Option 2 is the preferred option as it allows for more detailed policy criteria to ensure that development is well designed in relation to managing flood risk on new and existing properties.
Theme 2 – Section 5 Protecting the natural and historic environment	Landscape	<u>Option 1:</u> Do not have a specific policy – rely on Core Strategy/ NPPF. <u>Option 2:</u> Don't have a detailed DM landscape policy but make reference to landscape in other DM policies where applicable. <u>Option 3:</u> Develop a detailed policy locally specific to the borough highlight valued landscapes where development should be avoided and preserved.	Option 3 is the preferred approach as it allows for local specificity to the borough's biodiversity and landscape features by setting out clear detailed policy criteria for protecting and enhancing valued and attractive landscapes.
	Biodiversity & Geological Conservation	<u>Option 1:</u> Do not have a specific policy – rely on Core Strategy/ NPPF.	Option 2 is the preferred option. This option would allow for detailed policy criteria to protect and enhance the specific biodiversity interest features of the borough, as well as important geological features. Taken alongside wider GI interventions, this will make a positive contribution not just to nature conservation
		<u>Option 2:</u> Detailed policy to protect and enhance valued/ important biodiversity and geological features to	

Section	Policy approach	Options considered	Preferred option
		ensure they are sensitively managed and protected in the future.	but also the health and wellbeing of the local population.
	Protecting Trees and Woodland Areas	<u>Option 1:</u> Do not have a specific policy – rely on Core Strategy/ NPPF.	Option 3 is the preferred approach. A detailed, locally specific policy allows for clarity in policy about the Council's expectations in relation to the protection of trees and woodland as part of new development, and in terms of the circumstances under which tree removal will be acceptable. Together these will ensure that the important multi-functional contribution that trees make in the borough is maximised throughout the plan period.
		<u>Option 2:</u> Don't have a detailed DM tree policy but make reference to trees and hedgerows in other DM policies where applicable.	
		<u>Option 3:</u> Include more detailed policy for managing proposals which directly and indirectly affect tree and hedgerows.	
	Green Infrastructure	<u>Option 1:</u> Don't have a separate DM policy rely on NPPF, Core Strategy and Council's Green Infrastructure Strategy.	Option 2 is the preferred approach as it provides the opportunity for clear policy criteria requiring consideration and incorporation of green infrastructure as part of new development.
		<u>Option 2:</u> Separate DM policy to ensure new development protects and enhances Green Infrastructure assets across the borough.	
	Development within the Green Belt	<u>Option 1:</u> Define criteria to determine how the Council will approach development proposals in the Green Belt (e.g. extensions, replacement buildings)	The preferred policy approach is Option 1 as it provides for local specificity in terms of preserving local landscape character and openness of the countryside and supporting rural diversification.
		<u>Option 2:</u> Do not have a specific policy - rely on Core Strategy/NPPF	Option 1 will allow for clear policy criteria to guide the appropriate development within the Green Belt that should be considered and incorporated into any extensions, alterations and or any new development in the Green Belt.
	Horse Keeping & Equestrian Development	<u>Option 1:</u> Do not have a separate policy - rely on Core Strategy/ NPPF	Option 2 is the preferred approach as it allows for detailed policy criteria that specifically relate to the impact that horse keeping can have on the Green Belt, taking account of the local landscape character of the borough.
		<u>Option 2:</u> Include separate policy on horse-keeping/ equestrian leisure development.	

Section	Policy approach	Options considered	Preferred option
	Conservation Areas	<u>Option 1:</u> Don't have a separate policy, rely on NPPF, Core Strategy policies (CS4) and legislation.	Option 3 is the preferred approach as it sets more detailed and locally specific criteria to guide decision making and will therefore provide a stronger basis on which to protect and enhance conservation areas.
		<u>Option 2:</u> Rely on general design policies in the DMP to make reference to heritage.	
		<u>Option 3:</u> Have a separate DM policy for conservation areas with criteria in relation to design, development and demolition.	
	Buildings of Special and Local Architectural or Historic Interest	<u>Option 1:</u> Don't have a separate policy, rely on NPPF, Core Strategy policies (CS4) and legislation.	Option 3 is the preferred approach. This will allow for detailed criteria to guide decision making, maximising the ability of the Council to protect and enhance these important heritage assets and make best use of them.
		<u>Option 2:</u> Rely on general design policies in the DMP to make reference to heritage.	
		<u>Option 3:</u> Have a separate DM policy to preserve character and setting of local listed and listed buildings and support measures to secure their continued viable use.	
	Historic Parks and Gardens	<u>Option 1:</u> Rely on general design policies in the DMP to make reference to heritage.	Option 3 is the preferred approach as it allows for a locally specific policy to protect the borough's historic parks and gardens, recognising their particular contribution to the borough's history and landscape and their sensitivity to development.
		<u>Option 2:</u> Don't have a separate policy, rely on NPPF, Core Strategy policies (CS4) and legislation.	
		<u>Option 3:</u> Have a separate DM policy on this issue including criteria about how HPGs should be protected and enhanced.	
	Scheduled Monuments and Archaeology	<u>Option 1:</u> Don't have a separate policy, rely on NPPF, Core Strategy policies (CS4) and legislation.	Option 3 is the preferred approach as it provides locally specific guidance on preserving SAMs and protecting/recording archaeology across the borough. This means that the particular local circumstances and sensitivities in relation to assets in Reigate & Banstead can better be protected as part of the
		<u>Option 2:</u> Rely on general design policies in the DMP to make	

Section	Policy approach	Options considered	Preferred option
		reference to heritage. <u>Option 3:</u> Separate DM policy with detailed criteria for the protection of SAMs and requirements for archaeological assessment required on sites in and adjacent to sensitive areas.	decision making process.
Theme 3 – Section 1 Gypsies, travellers and travelling showpeople	Gypsies, Travellers & Travelling Show people	<u>Option 1:</u> Do not allocate new gypsy and traveller sites. <u>Option 2:</u> Make provision for sites and pitches by authorising currently unauthorised sites. <u>Option 3:</u> Make provision for new sites by extending existing sites in the borough. <u>Option 4:</u> Provide new standalone sites. <u>Option 5:</u> Provide new sites through urban extensions.	The sustainability appraisal indicates that option 2, 3, 4, and 5 should all be explored further. In identifying potential sites, it will be important that the impact on those areas where the impact is currently flagged as being uncertain is given further consideration.
Theme 3 – Section 2 Cemetery and crematorium provision	Cemetery or crematorium provision	<u>Option 1:</u> Allocate a site for cemetery provision. <u>Option 2:</u> Allocate a site for crematorium provision. <u>Option 3:</u> Do not allocate site for a new cemetery or crematorium.	The need to allocate sites will be dependent on assessment of burial needs and the sustainability of any proposals will depend on the location of the potential site..
Theme 3 – Section 3A Place Shaping: Area 1 – the North Downs	Netherne on the Hill	<u>Option 1</u> Do not remove Netherne on the Hill from the Green Belt <u>Option 2</u> Remove Netherne on the Hill from the Green Belt	Option 2 is the preferred approach as it would enable land that no longer reflects the open character of the Green Belt, due to its dense and built up character, to be removed from the Green Belt, and more suitably classified as built up/urban area. This would also enable more flexibility in terms of the additions to buildings/new buildings potentially achievable, and more efficient use of available land within the settlement area removed from the Green Belt.
	Babylon Lane/Lovelands Lane	<u>Option 1</u> Do not include Babylon Lane / Lovelands Lane in the	Not applicable – both options score equally

Section	Policy approach	Options considered	Preferred option
		Green Belt <u>Option 2</u> Include Babylon Lane / Lovelands Lane in the Green Belt	
Theme 3 – Section 3D Place Shaping: Area 3 – The Low Weald	Strategic Employment Site	<u>Option 1:</u> Allocate a site for strategic employment provision. <u>Option 2:</u> Don't allocate a site for strategic employment provision.	Further detail is needed in relation to the location of a potential site. In identifying potential sites, it will be important that the impact on those objectives where the sustainability impact is currently flagged as being uncertain is given further consideration.

Potential SUE site options

The “long list” of potential SUE site options was appraised to inform the identification of a shortlist of possible development sites. Further information about the shortlisting process is available in the SUE Site Appraisal Technical Report. Table 11 provides a summary of the appraisal conclusions. The full appraisals are included in Appendix F.

Note that an earlier version of the SA objectives was used to appraise the SUE options. However these do not vary substantially from the latest set of objectives agreed in 2015 and therefore the appraisal is considered to be robust.

Table 11 – Potential Sustainable Urban Extension Site Options (SUEs)

Site name/reference	Conclusions of SA
SSW1 Land North of Park Lane East, Reigate	<p>The main constraints for this parcel are its topography, proximity to Priory Park (SNCI and Registered Park & Garden) and relatively poor road access.</p> <p>The parcel benefits from its relative proximity to Reigate Town Centre and its absence of flood risk.</p> <p>Any new development would need to be carefully designed to minimise the impact on the wider landscape and on Priory Park.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - potential archaeological potential - biodiversity - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact and the presence of historic buildings - be designed to protect the registered park and garden and nearby woodland, including through the use of buffer zones - be designed to retain hedgerows and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including ‘green infrastructure’ links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto Park Lane
SSW2 Land at Sandcross Lane, Reigate	<p>.The main constraints for this parcel is its agricultural land use, and the ditch lines running across the parcel</p> <p>The parcel benefits from its relative proximity to Woodhatch Local Centre and other community facilities, and an absence of</p>

Site name/reference	Conclusions of SA
	<p>flood risk and formal landscape, heritage and biodiversity designations. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - biodiversity associated with the ditches - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect the ditch lines, the nearby SNCI and woodland on the parcel, including through the use of buffer zones - be designed to retain trees, hedgerows and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - ensure an appropriate transition to adjoining countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto Sandcross Lane
SSW3 King Georges Field, Whitehall Lane, Reigate	<p>The main constraint for this parcel is its existing use as playing fields/formal recreation, which would need to be re-provided if the site were to be allocated as an urban extension site. Areas are also at risk of surface water flooding, and access is along narrow lanes.</p> <p>The parcel benefits from its relative proximity to Woodhatch Local Centre and other community facilities, and an absence of flood risk and formal landscape, heritage and biodiversity designations. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development.</p> <p>It is considered that the parcel's existing use as playing fields and formal recreational use outweighs the need for housing and should be retained in its current use, as there are other more favourable sites in the vicinity that are more suitable to deliver the housing need identified in the Core Strategy.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - biodiversity associated with the ditch/waterbody - visual and landscape impact - options for relocation of playing field provision. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - be designed sensitively, taking account of visual/landscape impact - be designed to protect watercourses and waterbodies, including through the use of buffer zones - be designed to retain hedgerows/trees - incorporate sustainable construction and renewable energy measures - ensure an appropriate transition to adjoining countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
SSW4 Clayhall Farm, Reigate	<p>The main constraints for this parcel are its agricultural land use, contribution to the wider countryside, relative inaccessibility, access via narrow country lanes and presence of a main river running through the south west part of the parcel (and associated flood zone and ditch lines).</p> <p>The parcel benefits from an absence of formal landscape and biodiversity designations. It would allow for development of scale that could make a substantial contribution to the Core Strategy housing figure for this area.</p> <p>Compared to other land parcels being considered, this land parcel is considered to be a less sustainable option given its contribution to the wider countryside and relatively inaccessible nature.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), and local transport improvement options - measures to safeguard the water and biodiversity quality of the Wallace Brook - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect watercourses, and avoid development on areas of land at risk of flooding - be designed to retain hedgerows and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - ensure an appropriate transition to adjoining countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
SSW5 Land south of Slipshatch Road, Reigate	<p>The main constraints for this parcel are areas of flood risk, including fluvial and surface water flooding, current use of the site (agricultural) and the presence on/nearby of protected trees and ancient woodland.</p> <p>The parcel benefits from relatively good proximity to local services including Woodhatch local centre. It is in close proximity</p>

Site name/reference	Conclusions of SA
	<p>to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, vehicular access and walking/cycling options), - biodiversity and water quality issues associated with the watercourses - visual and landscape impact, and possibly - archaeological potential <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect the ditch lines and watercourses, the nearby SNCI and woodland on the parcel, including through the use of buffer zones - be designed to retain hedgerows and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - ensure an appropriate transition to adjoining countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
SSW6 Land west of Castle Drive, Reigate	<p>The main constraint for this parcel is its existing use as playing fields/formal recreation, which would need to be re-provided if the site were to be allocated as an urban extension site and extensive areas of the parcel that fall within Flood Zone 2 and 3.</p> <p>The parcel benefits from its relative proximity to Woodhatch Local Centre and other community facilities, and the main road network.</p> <p>The majority of the parcel is not a sequentially preferable location for growth. In addition the parcel's existing use as playing fields and formal recreational use outweighs the need for housing and should be retained in its current use, as there are other more favourable sites in the vicinity that are more suitable to deliver the housing need identified in the Core Strategy. The playing fields in this area currently provide a clear visual and physical buffer between the urban area and the countryside.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - flood mitigation - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - biodiversity associated with the ditch/waterbodies - visual and landscape impact

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - options for relocation of playing field provision. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to mitigate/manage flood risk - be designed sensitively, taking account of visual/landscape impact and impact on nearby listed buildings - be designed to protect watercourses and waterbodies, including through the use of buffer zones - be designed to retain hedgerows/trees - incorporate sustainable construction and renewable energy measures - ensure an appropriate transition to adjoining countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
SSW7 Land at Hartwood Nursery, Reigate	<p>Constraints to development on the site include the existing residential properties and presence of common land. Further investigation is needed to establish whether there is any land contamination.</p> <p>The parcel benefits from a lack of flood risk, and formal biodiversity/landscape designations. It is relatively well located with regard to Woodhatch local centre.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), and access arrangements - potential contaminated land. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact and the presence of historic buildings - be designed to include (if required) contamination remediation/mitigation measures - be designed to protect existing trees/hedgerows - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
SSW8 Land at Hartwood Playing Fields, Reigate	<p>The main constraint for this parcel is its existing use as playing fields/formal recreation, which would need to be re-provided if the site were to be allocated as an urban extension site. The site currently plays a role in providing a visual transition from the urban area to the countryside.</p> <p>The parcel benefits from its relative proximity to Woodhatch Local Centre and other community facilities, and an absence of flood risk and formal landscape, heritage and biodiversity designations.</p>

Site name/reference	Conclusions of SA
	<p>It is considered that the parcel's existing use as playing fields and formal recreational use outweighs the need for housing and should be retained in its current use, as there are other more favourable sites in the vicinity that are more suitable to deliver the housing need identified in the Core Strategy.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - biodiversity associated with the ditch/waterbody - visual and landscape impact - options for relocation of playing field provision. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact, including how to maintain the transition to the countryside and impact on nearby listed buildings - be designed to protect watercourses and waterbodies, including through the use of buffer zones - be designed to retain hedgerows/trees - incorporate sustainable construction and renewable energy measures - ensure an appropriate transition to adjoining countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
SSW9 Land at Dovers Farm, Reigate	<p>The main constraints on this land parcel are the presence of common land, wooded areas, the main river running across the eastern edge of the site and the existing commercial premises.</p> <p>The parcel benefits from its relative proximity to Woodhatch Local Centre, and access to both Dovers Green Road and Lonesome Lane. Across most of the site there is an absence of flood risk and formal landscape, heritage and biodiversity designations.</p> <p>In the event that this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the existing commercial uses and potential for retention or relocation - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - biodiversity and water quality issues associated with the watercourse - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to manage flood risk and minimise surface water runoff, and maximise the achievement of BOA objectives - be designed sensitively, taking account of visual/landscape impact including how to maintain the transition to the

Site name/reference	Conclusions of SA
	<p>countryside and impact on nearby listed buildings</p> <ul style="list-style-type: none"> - be designed to protect the main river and woodland on the parcel, including through the use of buffer zones - be designed to retain hedgerows and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - maintain a transition to the wider countryside - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
<p>SSW10 Land east of Dovers Green Road, Reigate</p>	<p>The main constraints on this land parcel are its agricultural use, main river running across the corner of the site, existing development and tracts of woodland (some protected). The parcel benefits from its relative proximity to Woodhatch Local Centre and access to both Dovers Green Road and Lonesome Lane. Across most of the site there is an absence of flood risk and formal landscape, heritage and biodiversity designations.</p> <p>In the event this site is considered for development , further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - biodiversity and water quality issues associated with the watercourse - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to manage flood risk and minimise surface water runoff, and maximise the achievement of BOA objectives - be designed sensitively, taking account of visual/landscape impact and the presence of listed buildings - be designed to protect the main river and woodland on the parcel, including through the use of buffer zones - be designed to retain hedgerows and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside - provide new or improvements to relevant infrastructure to support new development, including upgrading of cycle routes, local improvements to bus infrastructure, improvements to road junctions, appropriate on-site public open space, and safe highway access onto the road network
<p>ERM1 Land at Hillsbrow, Redhill</p>	<p>The main constraints for this parcel are its topography (steep southern slope), and the presence of extensive areas of woodland, some of which is ancient woodland. The parcel benefits from proximity to the A25, Redhill Town Centre, and the absence of flood risk. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development. Any new development should be focused on the northern part of the site: the southern wooded slope and paddock are not</p>

Site name/reference	Conclusions of SA
	<p>appropriate for development given their contribution to the wider landscape, their topography and the presence of extensive woodland.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - potential land contamination and remediation measures required - biodiversity - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact and the presence of historic buildings - be designed to retain and protect ancient and other woodland, including through the use of buffer zones. - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements and include 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside, reflecting the Holmethorpe Biodiversity Opportunity Area - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, local improvements to existing bus facilities on Nutfield Road, measures to support sustainable travel, measures to manage effects on nearby roads, appropriate on-site public open space, and safe highway access onto Nutfield Road..
ERM2 Land west of Copyhold, Redhill	<p>The main constraints for this parcel are its existing biodiversity designation, its landscape contribution, the presence of potential ground contamination, and watercourses/waterbodies along the western edge of the parcel.</p> <p>The parcel benefits from proximity to the A25, Redhill Town Centre, and the absence of fluvial flood risk. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - potential land contamination and remediation measures required - the existing biodiversity designation and local biodiversity interest features - any groundwater quality issues. - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - include remediation/mitigation to deal with land contamination/groundwater quality as appropriate. - incorporate measures to minimise surface water runoff and protect watercourses/bodies through the use of buffer zones - be designed sensitively, taking account of visual/landscape impact/adjoining listed buildings - be designed to retain and protect woodland belts, including through the use of buffer zones.

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements and include 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside, reflecting the Holmethorpe Biodiversity Opportunity Area and Holmethorpe Site of Nature Conservation Importance - incorporate appropriate buffer zones to the adjoining landfill and mitigation measures to safeguard residential amenity - incorporate buffer zone and improvements to the Redhill Brook corridor - provide new or improvements to relevant infrastructure to support new development, , including improvement and extension of pedestrian and cycle facilities and links, local improvements to existing bus facilities on Nutfield Road, support sustainable travel, measures to manage effects on nearby roads, appropriate on-site public open space, and safe highway access onto Nutfield Road
ERM3 Former Copyhold Works, Redhill	<p>The main constraints for this parcel are the presence of extensive woodland, and the presence of potential ground contamination. It is also noted that the parcel is allocated in the Surrey Waste Plan (2008) as a waste/recycling site. The County Council are reviewing waste projections and allocations; however development on this parcel would result in loss of/reduction in size of an allocated waste site. It may be appropriate to explore alternative locations for waste uses, which could include the adjoining landfill site.</p> <p>The parcel benefits from being a previously developed site, which development could enable the remediation of. It should therefore be considered as a priority. It is also benefits from proximity to the A25, Redhill Town Centre, and the absence of fluvial flood risk. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - potential land contamination and remediation measures required - biodiversity - visual and landscape impact <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff - be designed sensitively, taking account of visual/landscape impact/adjoining listed buildings - be designed to retain and protect woodland, including through the use of buffer zones. - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements and include 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside, reflecting the Holmethorpe Biodiversity Opportunity Area and Holmethorpe Site of Nature Conservation Importance - incorporate appropriate buffer zones to the adjoining landfill and mitigation measures to safeguard residential amenity - incorporate buffer zone and improvements to the Redhill Brook corridor

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - ensure full contamination survey and land remediation measures as appropriate - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities and links, local improvements to existing bus facilities on Nutfield Road, support sustainable travel, measures to manage effects on nearby roads, appropriate on-site public open space, and safe highway access onto Nutfield Road. -
<p>ERM4 Land south of Bletchingley Road, Merstham</p>	<p>The main constraints for this parcel are its proximity to the Spynes Mere nature reserve and its role in providing a transition zone between urban area and countryside.</p> <p>The parcel benefits from its proximity to local services and facilities and the absence of flood risk. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development. Any new development should be designed to maintain a transition to the nature reserve to the south and wider countryside to the east.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - potential land contamination and remediation measures required - impact on adjoining nature reserve, including the wetland environment and recreational pressures. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff and ensure that the adjoining wetland areas are protected - be designed sensitively, taking account of visual/landscape, the presence of locally listed buildings and need to provide a transition to nature reserve and wider countryside. - be designed to retain hedgerows and reflect historic field boundaries - protect and enhance woodland boundaries - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements and include 'green infrastructure' links across the parcel and joining up with the wider GI network, and an appropriate relationship with the adjoining nature reserve. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities on Bletchingley Road, appropriate on-site public open space, local junction improvements, and safe highway access onto Bletchingley Road. -
<p>ERM5 Land at Oakley Farm & Oakley Centre, Merstham</p>	<p>The main constraints for this parcel are its proximity to motorways (air and noise pollution issues), the presence of a heritage asset and the parcel's role in providing a transition zone between urban area and countryside.</p> <p>The parcel benefits from its proximity to local services and facilities and the absence of flood risk. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development. In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling

Site name/reference	Conclusions of SA
	<p>options),</p> <ul style="list-style-type: none"> - potential land contamination and remediation measures required <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff and surface water flooding, including a comprehensive system of SUDs. - Incorporate buffer zones to minimise the impact of air and noise pollution, and incorporate other air/noise pollution mitigation measures if necessary - be designed sensitively, taking account of visual/landscape (particularly the AONB), the presence of listed and locally listed buildings and need to provide a transition to the wider countryside. - be designed to respect and enhance the character of Bletchingley Road. - be designed to protect, retain, and enhance woodland, and hedgerows, and reflect historic field boundaries - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, and include 'green infrastructure' links across the parcel and joining up with the wider GI network, and as appropriate measures to manage recreational impact on the nature reserve. <p>provide new or improvements to relevant infrastructure to support new development new high quality public open space, improvement and extension of pedestrian and cycle facilities including new footways and routes to nearby local centres, local improvements to existing bus infrastructure on Bletchingley Road, safe access onto Bletchingley Road, and local junction improvements.</p>
ERM6 Land north of Radstock Way, Merstham	<p>The main constraint for this parcel is its current use as public open space, and its proximity to the motorway (air and noise pollution issues).</p> <p>The parcel benefits from its proximity to local services and facilities and the absence of flood risk. It is in close proximity to other land parcels options being appraised, meaning there is the potential for a more comprehensive form of development. If this parcel is allocated for development, the loss of public open space in this location will need to be mitigated by re-provision and upgrading of open space provision elsewhere in the vicinity. Some open space provision on site should also be provided.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options) - options for re-provision of public open space <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate measures to minimise surface water runoff and surface water flooding. - Incorporate buffer zones to minimise the impact of air and noise pollution, and incorporate other air/noise pollution mitigation measures if necessary - be designed sensitively, taking account of visual/landscape impact and the presence of the listed building. - be designed to retain woodland, and include a buffer and other appropriate measures to minimise impact on adjoining ancient woodland.

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - Incorporate public open space and be supported by re-provision/upgrading of open space provision elsewhere in the locality - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, and include 'green infrastructure' links across the parcel and joining up with the wider GI network. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto Radstock Way.
EH1 – Langshott Wood, Horley	<p>The main constraints for this parcel are that the majority of the site is covered by ancient woodland/SNCI, and the presence of flood risk on the northern half of the parcel. Development should only be located in areas not at risk of flooding and not within areas of woodland.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - flood risk - biodiversity associated with the adjoining BOA and ancient woodland/SNCI - visual and landscape impact <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect the nearby BOA, and ancient woodland/SNCI, including through the use of buffer zones - be designed to retain trees, hedgerows and reflect historic field boundaries, where appropriate - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network, and the wider countryside - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
EH2 – Land at Brook Wood, Horley	<p>The main constraints for this parcel are that the whole of the site is affected by flood risk, and the majority is covered by dense woodland, including ancient woodland/SNCI in the eastern part of the site. As the whole site is affected by flood risk, it is not sequentially preferable for development. Development should also not be located within areas of woodland.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - flood risk

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - biodiversity associated with the Burstow Stream, ancient woodland/SNCI, and the River Mole (R05) BOA - visual and landscape impact <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect the Burstow Stream, ancient woodland/SNCI, and River Mole (R05) BOA, including through the use of buffer zones - be designed to retain trees, hedgerows and reflect historic field boundaries, where appropriate - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network, and the wider countryside - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
EH3 – Land north of Smallfield Road, Horley	<p>The main constraints for this parcel are that primarily the western part of the site is covered by dense woodland, and the whole site is affected by flood risk. As the whole site is affected by flood risk, it is not sequentially preferable for development. Development should also not be located within areas of woodland.</p> <p>In the event that this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - flood risk - biodiversity associated with the Burstow Stream, and the River Mole (R05) BOA - visual and landscape impact <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect the Burstow Stream, and the River Mole (R05) BOA, including through the use of buffer zones - be designed to retain trees, hedgerows and reflect historic field boundaries, where appropriate - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network, and the wider countryside - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network

Site name/reference	Conclusions of SA
<p>NWH1 – Land at Meath Green Lane, Horley</p>	<p>The main constraints for this parcel are the presence of flood risk on parts of the parcel, and the presence of agricultural land. The parcel also includes listed buildings and an area of archaeological potential. Development should only be located in areas not at risk of flooding.</p> <p>The parcel benefits from being adjacent to the planned North West Sector (incorporating services, facilities and improved transport links) and offering the opportunity to ‘join up’ the Riverside Green Chain.</p> <p>In the event this site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), - flood risk - biodiversity associated with the Burstow stream - visual and landscape impact - archaeological potential. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to protect the Burstow Stream and the nearby SNCI, including through the use of buffer zones - be designed to retain hedgerows and reflect historic field boundaries, and protect the setting of listed buildings - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including ‘green infrastructure’ links across the parcel and joining up with the wider GI network, specifically the Riverside Green Chain, and the wider countryside - have appropriate archaeological survey and measures to protect/record interest features as required - be phased appropriately taking into account the North West Sector development. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>NWH2 – Land at Bonehurst Road, Horley</p>	<p>The main constraint for this parcel is the presence of flood risk across part of the site. There are also overhead cables crossing the site, and the site appears to be used for informal recreation purposes.</p> <p>The parcel benefits from being well located in relation to the existing urban area and the main road network and local services and employment opportunities. There is an absence of formal landscape, heritage and biodiversity designations. It provides a suitable opportunity for a small scale urban extension (development located only in areas not at risk of flooding).</p> <p>In the event that the site is considered for development, further work will be required in relation to</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling

Site name/reference	Conclusions of SA
	<p>options, and access options)</p> <ul style="list-style-type: none"> - flood risk - biodiversity associated with the Burstow stream - visual and landscape impact - relocation of overhead cables <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff and to incorporate additional flood storage to reduce downstream flood risk/highway flooding - be designed sensitively, taking account of visual/landscape impact - be designed to protect the Burstow Stream and ditchline, including through the use of buffer zones - be designed to retain boundary trees/visual buffer. - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network, specifically the Riverside Green Chain - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
SEH1 Land at Fishers Farm and Bayhorne Farm, Horley	<p>The main constraints associated with this parcel are the presence of flood risk on parts of the site, the proximity to Gatwick Airport (and associated air/noise pollution issues), and the presence of the Gatwick Open Setting designation on the southern part of the site.</p> <p>The parcel benefits from being well located in relation to the existing urban area, and in an accessible location. It also has an absence of formal landscape, heritage and biodiversity designations.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - visual and landscape impact - access options <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to mitigate against noise, air and light pollution - be designed to retain boundary trees/visual buffer and incorporate public open space - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network - provide new or improvements to relevant infrastructure to support new development, including improvement and

Site name/reference	Conclusions of SA
	extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
SEH2 Land between Balcombe Road and railway, Horley	<p>The main constraints associated with this parcel are the noise (57db noise contour) and air pollution issues associated with the M23 spur and Gatwick Airport. The parcel is currently designated as Gatwick Open Setting. The parcel benefits from being in an accessible location. It also has an absence of formal landscape, heritage and biodiversity designations.</p> <p>The majority of the site is unsuitable for residential development given its constraints around noise, air (and possibly light) pollution. Only the most northern part of the parcel may supplement housing capacity adjoining land parcel SEH1. In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - whether it is possible to mitigate noise and air pollution issues. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate noise and air pollution buffers and mitigation measures - be designed to minimise flood risk and surface water runoff - be designed sensitively, taking account of visual/landscape impact - be designed to retain boundary trees/visual buffer and incorporate public open space and maintain a strategic visual gap - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
SEH3 Land east of Balcombe Road, Horley	<p>The main constraint associated with this site is that it falls wholly within the 57db noise contour. Parts of the parcel are also at risk of flooding. The parcel benefits from being in an accessible location. It also has an absence of formal landscape, heritage and biodiversity designations.</p> <p>Given noise issues the parcel is not considered suitable for housing development. In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - whether it is possible to mitigate noise and air pollution issues. - Flood risk and mitigation <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate noise and air pollution buffers and mitigation measures - be designed to minimise flood risk and surface water runoff

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - be designed sensitively, taking account of visual/landscape impact - be designed to retain boundary trees/visual buffer and maintain a strategic visual gap - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel retaining the existing right of way and joining up with the wider GI network - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network.
<p>SEH4 Land off the Close and Haroldslea Drive, Horley</p>	<p>The main constraints for this parcel are the areas of flood risk (north western and western parts) and the presence of the 57db noise contour (southern parts). Part of the site falls within the Gatwick Open Setting</p> <p>The parcel benefits from being reasonably accessible and partially developed in character. Parts of the parcel outside flood zone 2 and 3 are sequentially preferable for development</p> <p>In the event that this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - whether it is possible to mitigate noise and air pollution issues. - Flood risk and associated mitigation measures <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate noise and air pollution buffers and mitigation measures - be designed to minimise flood risk and surface water runoff and protect the ditch network - be designed sensitively, taking account of visual/landscape impact and impact on setting of adjoining listed buildings - be designed to retain boundary trees/visual buffer and incorporate public open space and maintain a strategic visual gap - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside, and retaining the existing public rights of way. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>SEH5 Land between Woodside Works and Burstow Stream, Horley</p>	<p>The main constraints for this parcel are in relation to flooding (there is also the issue around Climate Change which is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA)), noise and air quality, and the Gatwick Open Setting designation. The parcel also plays a wider role in providing a transition between the urban area and the countryside. The parcel benefits from having some areas in Flood Zone 1 (sequentially preferable for development).</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling

Site name/reference	Conclusions of SA
	<p>options, and access options)</p> <ul style="list-style-type: none"> - whether it is possible to mitigate noise and air pollution issues. - Flood risk and associated mitigation measures - Measures to safeguard the water and biodiversity quality of the Burstow Stream <p>Any new development will need to:</p> <ul style="list-style-type: none"> - incorporate noise and air pollution buffers and mitigation measures - be designed to minimise flood risk and surface water runoff including on surrounding area - be designed sensitively, taking account of visual/landscape impact - be designed to retain boundary trees/visual buffer, incorporate public open space and maintain a strategic visual gap/transition to the wider countryside - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside, and retaining the existing public rights of way. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network.
SEH6 Land at Newstead Hall, Horley	<p>The main constraint for this parcel is the presence of historic flood zone 2 across the whole of the parcel, which means that it is not sequentially preferable. There is also the issue around Climate Change which is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA).</p> <p>In addition a large proportion of the parcel is heavily wooded.</p> <p>On this basis it is considered that this is a not sustainable location for growth and there are more suitable options available. In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - Measures to safeguard the water and biodiversity quality of the Burstow Stream <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - protect and maintain areas of woodland as well as other hedgerows and trees - be designed sensitively, taking account of visual/landscape impact - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network

Site name/reference	Conclusions of SA
<p>SEH7 Land at Wilgers Farm, Horley</p>	<p>The main constraint for this parcel is the presence of historic flood zone 2 across most of the parcel, along with considerable areas falling within flood zone 3 and modelled flood zone 2. This means that the majority of the parcel is not sequentially preferable for development. There is also the issue around Climate Change which is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA)).</p> <p>It is therefore considered that the majority of this parcel is a not sustainable location for growth and there are more suitable options available.</p> <p>Much of the parcel is allocated in the Borough Local Plan for the Horley Town Park. It is also part of the River Mole BOA. The parcel benefits from being well located in relation to the main road network, and not being subject to formal landscape or heritage designations.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - Measures to safeguard the water and biodiversity quality of the Burstow Stream - Alternative provision for the Horley Town Park <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - protect and maintain hedgerows and trees - be designed sensitively, taking account of visual/landscape impact - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>SEH8 Land at Farney View Farm, Horley</p>	<p>The main constraint for this parcel is the presence of historic flood zone 2 across most of the parcel, along with considerable areas falling within flood zone 3 and modelled flood zone 2. This means that the majority of the parcel is not sequentially preferable for development. There is also the issue around Climate Change which is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA)).</p> <p>It is therefore considered that the majority of this parcel is a not sustainable location for growth and there are more suitable options available.</p> <p>The parcel benefits from not being subject to formal landscape or heritage designations.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - Measures to safeguard the water and biodiversity quality of the Burstow Stream

Site name/reference	Conclusions of SA
	<p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - protect and maintain hedgerows and trees - be designed sensitively, taking account of visual/landscape impact - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>SEH9 Land east of Wilgers Farm, Horley</p>	<p>The main constraint for this parcel is the presence of historic flood zone 2 across the whole of the parcel, which means that it is not sequentially preferable. Considerable areas fall within flood zone 3 and modelled flood zone 2. This means that the majority of the parcel is not sequentially preferable for development. There is also the issue around Climate Change which is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA)).</p> <p>In addition, the parcel functions as, and extends into, the open countryside and is largely detached from the urban area. It is therefore considered that this parcel is a not sustainable location for growth and there are more suitable options available.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - measures to safeguard the water and biodiversity quality of the Burstow Stream - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - protect and maintain hedgerows and trees - be designed sensitively, taking account of visual/landscape impact - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>SEH10 Land east of Farney View Farm, Horley</p>	<p>The main constraint for this parcel is the presence of historic flood zone 2 across the whole of the parcel, which means that it is not sequentially preferable. Considerable areas fall within modelled flood zone 2. This means that the majority of the parcel is not sequentially preferable for development. There is also the issue around Climate Change which is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA)).</p>

Site name/reference	Conclusions of SA
	<p>In addition, the parcel functions as, and extends into, the open countryside and is detached from the urban area. It is therefore considered that this parcel is a not sustainable location for growth and there are more suitable options available.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - measures to safeguard the water and biodiversity quality of the Burstow Stream - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - protect and maintain hedgerows and trees - be designed sensitively, taking account of visual/landscape impact - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside, and retaining the existing public rights of way. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>SEH11 Land at Harrowsley Green Farm, Horley</p>	<p>The main constraint for this parcel is the presence of historic flood zone 2 across large parts of the parcel, which means that it is not sequentially preferable. Areas of the north of the parcel fall within modelled flood zone 2 and flood zone 3. This means that the majority of the parcel is not sequentially preferable for development; and that which is, is most remote from the urban area. Climate Change is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA)). The parcel functions as the open countryside and is detached from the urban area. It is therefore considered that this parcel is a not sustainable location for growth and there are more suitable options available.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - measures to safeguard the water and biodiversity quality of the Burstow Stream tributary - investigation of ground gas issues - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - protect and maintain hedgerows and trees - be designed sensitively, taking account of visual/landscape impact

Site name/reference	Conclusions of SA
	<ul style="list-style-type: none"> - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside, and retaining the existing public rights of way. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network
<p>SEH12 Land south of Haroldslea Drive, Horley</p>	<p>The main constraint for this parcel is the presence of historic flood zone 2 across large parts of the parcel, which means that it is not sequentially preferable. Considerable amounts of the south western parts of the parcel fall within modelled flood zone 2 and flood zone 3. This means that the majority of the parcel is not sequentially preferable for development; and that which is, is most remote from the urban area. Climate Change is likely to increase the extent of river flooding within Horley (highlighted in the (SFRA).</p> <p>The parcel functions as the open countryside and is detached from the urban area.</p> <p>It is therefore considered that this parcel is a not sustainable location for growth and there are more suitable options available.</p> <p>In the event this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> - the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options) - Flood risk and associated mitigation measures - measures to safeguard the water and biodiversity quality of the Burstow Stream tributary - investigation of land contamination issues - visual and landscape impact. <p>Any new development will need to:</p> <ul style="list-style-type: none"> - be designed to minimise flood risk and surface water runoff including on surrounding area - incorporate noise and air pollution buffers and mitigation measures - protect and maintain hedgerows and trees - be designed sensitively, taking account of visual/landscape impact - incorporate sustainable construction and renewable energy measures - deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside, and retaining the existing public rights of way. - provide new or improvements to relevant infrastructure to support new development, including improvement and extension of pedestrian and cycle facilities, routes and links, local improvements to existing bus facilities, appropriate on-site public open space, local junction improvements, and safe highway access onto the road network

Potential Urban Site Options

A range of urban development site options have been appraised based on information in the Council's SHLAA further technical work. A summary of these appraisals is included in table 12. The full appraisals are available in Appendix G.

Table 12: Potential Urban Site Options

Site name/reference	Conclusions of SA
39-49 High Street, Horley	Site not subject to any major constraints. Redevelopment has the potential to make more efficient use of a highly accessible brownfield site in a town centre location. The proposal could provide improved retail business space, supporting job creation and the vitality of the town centre and contribute to housing supply. Loss of existing community facility on the site could have adverse impact on community well-being and any design would need to be sensitive to the adjoining listed building.
50-66 Victoria Road, Horley	Site not subject to any major constraints. Redevelopment has the potential to make more efficient use of a highly accessible brownfield site in a town centre location. The proposal could provide additional retail business space, supporting job creation and the vitality of the town centre and contribute to housing supply. Design would need to be sensitive to setting of nearby locally listed building.
136-168 High Street, Banstead	Site not subject to any major constraints. Redevelopment has the potential to provide additional retail business space, supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply. Possible adverse impact from loss of existing facilities (e.g. health) on the site; however, there is scope for some community/leisure use, and this could be mitigated through re-provision as part of any development, where necessary.
Albert Road North Industrial Estate, Reigate	Site not subject to any major constraints. Redevelopment has the potential to provide employment space focussed on small business/incubator space which has the potential to provide additional jobs as well as better meet the requirements of changing business/entrepreneurial needs, thereby contributing towards the local economy. Also opportunity to provide homes in an accessible location to boost housing supply. Possible there may be some negative impact from relocation of existing businesses, however, this could be mitigated through supporting the relocation of, or accommodating where appropriate, existing businesses as necessary. The site may have implications in terms of impact on the SAC, however, this will be determined by the HRA.
Banstead Community Centre	Site not subject to any major constraints. Redevelopment has the potential to provide new and improved community facilities, supporting community cohesion and providing opportunities for social inclusion. Also opportunity to provide homes in an accessible location to boost housing supply.

Site name/reference	Conclusions of SA
Chequers Hotel, Horley	Redevelopment has the potential to deliver benefits in terms of providing new homes in an accessible location and make best use of a currently vacant previously developed site. Whilst it will result in the loss of a building which could be used for tourism business, the site has been vacant for some time, thereby suggesting viability of such uses may be challenging. Redevelopment could also improve the GI value of the site which is currently limited and secure future up-keep and beneficial use of the locally listed buildings on site. There are no identified adverse impacts.
Church of Epiphany, Merstham	Site not subject to any major constraints and is a vacant, previously developed site. Redevelopment has the potential to make a positive contribution to housing supply, particularly small family homes. Redevelopment could also contribute positively to the wider regeneration of Merstham and may financially support the provision of replacement faith/community facilities elsewhere in the area. There are no identified adverse effects.
Colebrook, Redhill	Site is subject to fluvial and surface water flooding and would not steer development away from areas of flood risk. Noise impact related to proximity to the rail station can be overcome through appropriate design. However redevelopment has the potential to deliver benefits in terms of health and well-being through new community facilities, make improved use of an accessible site and contribute to the delivery of much needed housing.
Cromwell Road, Redhill	Site is located within an AQMA but can be mitigated through appropriate design. The site is not subject to any other major constraints. Redevelopment has the potential to provide improved retail business space, supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply.
Depot and Bellway, Merstham	Redevelopment has the potential to deliver benefits in terms of providing new homes in an accessible location, improving access to the rail station to promote sustainable travel and make best use of a previously developed site. It will however result in the loss of employment space which will have negative outcomes for local economic growth – these should be mitigated as far as possible by supporting relocation of existing businesses. Redevelopment could also improve the GI value of the site.
Gloucester Road Car Park, Redhill	Site is subject to significant fluvial and surface water flood risk and cannot be considered sequentially preferable. However, redevelopment has the potential to make better use of the site (the amount of parking currently provided by the site will not be required due to parking provided elsewhere as part of Redhill regeneration initiatives) in a highly accessible location and contribute to housing supply as well as office space, subject to mitigation measures.
High Street car park, Horley	Site is subject to surface water flooding and noise constraints in relation to passing trains along its eastern border. The surface water flooding can be addressed through appropriate design and therefore receives a neutral score. Redevelopment has the potential to provide additional retail business space supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply.
Hockley Business Centre, Hooley Lane, Redhill	Redevelopment has the potential to deliver benefits in terms of providing new homes in an accessible location and make best use of a previously developed site. It will however result in the loss of employment space which will have negative outcomes for local economic growth – these should be mitigated as far as possible by supporting relocation of existing businesses. Redevelopment could also improve the GI value of the site.

Site name/reference	Conclusions of SA
Horley Library	Site is subject to some surface water flooding, which can be addressed with appropriate mitigation measures. Redevelopment has the potential to deliver much needed housing and relocate the existing community facility in a more central location.
Horley Police Station	Site not subject to any major constraints. Redevelopment has the potential to provide homes in an accessible location to boost housing supply. Opportunities for the relocation of the business will initially be undertaken by the police service.
Hutchins Farm, Horley	Site is host to a Grade II listed building and several curtilage listed buildings – development could have a negative impact on these historic assets: this could be reduced by putting in place the mitigation proposed. Redevelopment would however make a small positive contribution to housing supply, in a relatively accessible neighbourhood. Redevelopment could also retain and enhance the existing biodiversity assets and tree cover on the site.
Kingswood Station	Redevelopment has the potential to deliver benefits in terms of providing new homes in an accessible location, improving access to the rail station to promote sustainable travel and make best use of a previously developed site. It will however result in the loss of employment space which will have negative outcomes for local economic growth – these should be mitigated as far as possible by supporting relocation of existing businesses. Redevelopment could also improve the GI value of the site.
Library and Pool House, Reigate	Site is subject to some fluvial and surface water flooding and would not steer development away from areas of flood risk. However redevelopment has the potential to deliver benefits in terms of health and well-being through new retail/community provision, make improved use of an accessible site and contribute to the delivery of much needed housing.
Longmead, Redhill	Site is subject to significant fluvial and surface water flood risk and cannot be considered sequentially preferable. However, redevelopment has the potential to make better use of a currently vacant site in a highly accessible location and contribute to housing supply. Subject to the mitigation measures mentioned the redevelopment could also help secure the future of an historic asset.
Maple Works, Redhill	Redevelopment has the potential to deliver benefits in terms of providing new homes and make efficient use of a brownfield site. Redevelopment would result in the loss of some small business space which has a negative impact on local business and jobs: this can only be partly mitigated by supporting relocation. Site is within Flood Zone 3 and therefore not sequentially preferable, significant flood mitigation and attenuation would be required to overcome negative impacts. Redevelopment could improve the GI value of the site, particularly associated with the flood works which would be required.
Marketfield Way, Redhill	Site is subject to fluvial and surface water flooding and noise constraints in relation to rail and the road network. Whilst the proposal does not steer development away from areas of flood risk, on-site storage may have benefits downstream and therefore maintains a neutral score. However, redevelopment has the potential to provide additional retail business space and leisure provision supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply.

Site name/reference	Conclusions of SA
Merstham Library	<p>Site is partially affected by flooding risk; however, subject to the recommended mitigation, adverse impacts and risk and be avoided.</p> <p>Redevelopment has the potential to provide new community facilities, supporting community cohesion and providing opportunities for social inclusion. Such facilities may also complement and contribute to the regeneration of Merstham. The site could also make a small contribution to housing supply in a reasonably accessible location.</p>
Former Oakley Centre, Merstham	<p>Site is host to a Grade II listed building – however; subject to the mitigation recommended, redevelopment could have a positive impact in helping to restore the building. The site has relatively large, part open and part wooded grounds at present: some of this may be lost as a result of development – any scheme should secure biodiversity and landscaping enhancements to remainder of site.</p> <p>Redevelopment also has the potential to provide a mix of additional homes, contributing to housing supply, and make best use of a vacant previously developed site. The proposal could also contribute to the wider regeneration of Merstham.</p>
Quarryside, Redhill	<p>Redevelopment has the potential to deliver benefits in terms of providing new homes in an accessible location and make best use of a previously developed site. It will however result in the loss of employment space which will have negative outcomes for local economic growth – these should be mitigated as far as possible by supporting relocation of existing businesses. Redevelopment could also improve the GI value of the site.</p>
Reading Arch Road, Redhill	<p>Site is subject to fluvial and surface water flooding and could potentially be contaminated due to existing uses. Redevelopment could also result in the loss of industrial premises and jobs. However, redevelopment of this site could enable optimisation of a prime site to support the town centre, due to its close proximity, and deliver homes and retail space. Redevelopment could also provide opportunity to de-culvert and provide biodiversity around the Redhill Brook.</p>
Redhill Law Courts	<p>Site is subject to fluvial and surface water flooding – development on affected areas would need to be avoided, and attenuation measures incorporated into the rest of the site to reduce the overall flood risk.</p> <p>Redevelopment has the potential to deliver benefits in terms of providing new homes in an accessible location, and/or providing much needed school places in the form of a new primary school, and make best use of a previously developed site. It will result in the loss of a civic facility (court); however, this is not considered to materially affect the availability of community facilities in the locality and is subject to closure at any rate. Redevelopment could also improve the GI value of the site which is currently limited.</p>
Royal Mail Sorting Office, Redhill	<p>Site is subject to localised fluvial and surface water flooding and noise constraints in relation to rail. Whilst the proposal does not steer development away from areas of flood risk redevelopment has the potential to provide additional residential and potential business space supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply.</p>
Royal Mail, Horley	<p>Site not subject to any major constraints.</p> <p>Redevelopment has the potential to provide improved retail business space, supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply.</p>

Site name/reference	Conclusions of SA
Telephone Exchange, Horley	<p>Site not subject to any major constraints. Redevelopment has the potential to provide improved retail business space, supporting job creation and the vitality of the town centre. Also opportunity to provide homes in an accessible location to boost housing supply.</p>
The Horseshoe, Banstead	<p>Redevelopment has the potential to deliver benefits in terms of health and well-being of communities through the provision of enhanced and expanded public and community services. Also potential to contribute to housing supply with a mix of homes and potentially commercial space which could support the viability of Banstead Town Centre. Development should ensure a net gain in community service provision. Development could have adverse impacts on existing open space – at this stage it is unknown to what extent development on open space might be necessary. Losses of open space should be avoided and minimised where possible, if losses do occur, compensatory improvements to remaining open space should be provided.</p>
Town Hall, Reigate	<p>Site is potentially subject to noise constraints in relation to the road network and could cause further congestion issues if accessed off Castlefield Road. However, redevelopment has the potential to provide additional retail business space to complement the high street offer and thereby supporting job creation and the vitality of the town centre, as well as contribute to the delivery of much needed housing.</p>
The Orchard, Bell Street, Reigate	<p>The site lies in the Reigate Conservation Area, is adjacent to a listed building and has a number of trees on the site. Residential development is unlikely to be acceptable in the Conservation Area, given the planning appeal history, and is likely to be considered to be harmful to the character and tranquillity of the Conservation Area. Development could also see a loss of some of the protected trees and could have an impact on the neighbouring listed building if not designed sensitively. Vehicular access to the site is also difficult. However, any residential redevelopment would make a positive contribution to housing supply, in an accessible town centre location. Redevelopment could also retain and enhance the existing biodiversity assets and tree cover on the site.</p>

Potential Strategic Employment Site Options (SES)

Sites identified as potential SUE options around Horley have also been appraised as potential strategic employment site options. Table 13 provides a summary of appraisal conclusions. The full appraisals are included in Appendix H.

Note that an earlier version of the SA objectives was used to appraise the strategic employment site options however these do not vary substantially from the latest set of objectives adopted in June 2015 and therefore the appraisal is considered to be robust.

Table 13 Potential Strategic Employment Site Options

Site Name / Reference	Conclusions of SA
NWH1 – Land at Meath Green Lane	<p>(4) Parts of the site that fall within flood zones 2 and 3 and are not sequentially preferable. The Burstow Stream also adjoins the parcel. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the water course and reduce surface run-off in order to safeguard water quality in the Burstow Stream</p> <p>(5) The site has lower accessibility to services; however, this will improve as a result of infrastructure and facilities to be provided as part of the North West Sector development. Further provision may be necessary to adequately support employment use.</p> <p>(12) No specific biodiversity constraints identified. However further work and investigation is needed to establish and understand the biodiversity associated with the Burstow Stream. Any development on site would need to incorporate necessary mitigation measures and link into the riverside green chain.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • be designed to retain hedgerows and reflect historic field boundaries, and protect the setting of listed buildings <p>incorporate sustainable construction and renewable energy measures</p>
NWH2 – Land west of Bonehurst Road	<p>(4) Large parts of the site that fall within flood zones 2 and to a lesser extent Flood Zone 3 and are not sequentially preferable. The Burstow Stream also adjoins the parcel. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the water course and reduce surface run-off in order to safeguard water quality in the Burstow Stream</p> <p>(5) The site has reasonable access to services and facilities, particularly as a result of good public transport links into Horley Town Centre along the A23 corridor.</p> <p>(12) No specific biodiversity constraints identified. However further work and investigation is needed to establish and understand the biodiversity associated with the Burstow Stream. Any development on site would need to incorporate</p>

Site Name / Reference	Conclusions of SA
	<p>necessary mitigation measures and link into the riverside green chain.</p> <p>(14) The site has reasonable access to services and facilities, particularly as a result of good public transport links into Horley Town Centre along the A23 corridor.</p> <p>(15) Large part of the site falls within flood zone 2, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • be designed to retain boundary trees/visual buffer • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measures
SEH1 – Land at Fishers Farm and Bayhorne Farm	<p>(4) Part of the site that fall within flood zones 2 and to a lesser extent Flood Zone 3 and are not sequentially preferable. Development on parts of the site at risk of flooding should be avoided. Measures should be put in place to reduce surface run-off.</p> <p>(5) The site has good access to services and facilities, and is within walking distance of Horley town centre as well as bus services to the town along Balcombe Road. Measures to enhance the pedestrian/cycling route to the town would have a positive impact.</p> <p>(8)/(9) The site is subject to noise and air pollution issues, it will be necessary to incorporate design and construction measures which minimise impact on potential users.</p> <p>(10) Light pollution issues may arise as a result of proximity to Gatwick Airport.</p> <p>(14) The site is in reasonable proximity to both Horley and Gatwick rail stations, bus services through the Town Centre and along Balcombe Road.</p> <p>(16)/(17) The site could generate substantial local job opportunities and provide a wide range of accommodation to support business and economic growth, close to Gatwick Airport. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact and maintaining an appropriate strategic gap • be designed to retain boundary trees/visual buffer • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel and link to the wider GI network
SEH2 – Land between Balcombe	(4) The site is in flood zone 1 and therefore sequentially preferable. Measures should be put in place to manage

Site Name / Reference	Conclusions of SA
Road and railway, Horley	<p>surface run-off.</p> <p>(5) The site has reasonable access to services and facilities, and is just within walking distance of Horley town centre as well as bus services to the town along Balcombe Road. Measures to enhance the pedestrian/cycling route to the town would have a positive impact.</p> <p>(8)/(9) The site is subject to noise and air pollution issues, it will be necessary to incorporate design and construction measures which minimise impact on potential users.</p> <p>(10) Light pollution issues may arise as a result of proximity to Gatwick Airport.</p> <p>(13) Development would result in the loss of a significant area of greenfield land. The countryside in this location also plays a role in transition and settlement separation. Development should be avoided or limited in the eastern parts of the parcel which fulfils more of a strategic gap/landscape role.</p> <p>(14) The site is in reasonable proximity to both Horley and Gatwick rail stations, bus services through the Town Centre and along Balcombe Road.</p> <p>(16)/(17) The site could generate substantial local job opportunities and provide a wide range of accommodation to support business and economic growth, close to Gatwick Airport. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact and maintaining an appropriate strategic gap • be designed to retain boundary trees/visual buffer • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measures • include public open space and green infrastructure links across the parcel and link to the wider GI network
SEH3 – Land east of Balcombe Road, Horley	<p>(4) Part of the site that fall within flood zones 2 and to a lesser extent Flood Zone 3 and are not sequentially preferable. Development on parts of the site at risk of flooding should be avoided. Measures should be put in place to reduce surface run-off.</p> <p>(5) The site has reasonable access to services and facilities, and is just within walking distance of Horley town centre as well as bus services to the town along Balcombe Road. Measures to enhance the pedestrian/cycling route to the town would have a positive impact.</p> <p>(6) Parts of the site are previously developed, selection of this site would help reduce the need for greenfield land.</p> <p>(8)/(9) The site is subject to noise and air pollution issues, it will be necessary to incorporate design and construction measures which minimise impact on potential users.</p> <p>(10) Light pollution issues may arise as a result of proximity to Gatwick Airport.</p> <p>(14) The site is in reasonable proximity to both Horley and Gatwick rail stations, bus services through the Town Centre and along Balcombe Road.</p> <p>(15) Par of the site falls within flood zone 2, development would reduce flood resilience. Mitigation measures would be</p>

Site Name / Reference	Conclusions of SA
	<p>needed to reduce impact of flood risk/events and provide storage. (16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact and maintaining an appropriate strategic gap • be designed to retain boundary trees/visual buffer • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measure • include green infrastructure links across the parcel, link to the wider GI network and retain the existing public access routes/right of way
SEH4 – Land off The Close and Haroldsla Drive	<p>(4) Part of the site that fall within flood zones 2 and to a lesser extent Flood Zone 3 and are not sequentially preferable. Development on parts of the site at risk of flooding should be avoided. Measures should be put in place to reduce surface run-off.</p> <p>(6) Parts of the site are previously development, selection of this site would help reduce the need for greenfield land.</p> <p>(8)/(9) The site is subject to noise and air pollution issues, it will be necessary to incorporate design and construction measures which minimise impact on potential users.</p> <p>(10) Light pollution issues may arise as a result of proximity to Gatwick Airport.</p> <p>(14) The site is in reasonable proximity to both Horley and Gatwick rail stations, bus services through the Town Centre and along Balcombe Road.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The site could generate substantial local job opportunities and provide a wide range of accommodation to support business and economic growth, close to Gatwick Airport. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact and maintaining an appropriate strategic gap • be designed to retain boundary trees/visual buffer • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network
SEH5 – Land west of Burstow Stream	<p>(4) Parts of the site that fall within flood zones 2 and 3 and are not sequentially preferable. The Burstow Stream also adjoins the parcel. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the water course and reduce surface run-off in order to</p>

Site Name / Reference	Conclusions of SA
	<p>safeguard water quality in the Burstow Stream</p> <p>(5) The site has lower accessibility to services. Further on-site provision may be necessary to adequately support employment use.</p> <p>(8)/(9) The site is subject to noise and air pollution issues, it will be necessary to incorporate design and construction measures which minimise impact on potential users.</p> <p>(10) Light pollution issues may arise as a result of proximity to Gatwick Airport.</p> <p>(13) Development would result in the loss of a significant area of greenfield land. The countryside in this location also plays a role in transition and settlement separation. Development should be avoided or limited in the eastern parts of the parcel which fulfils more of a strategic gap/landscape role.</p> <p>(16)/(17) The site could generate substantial local job opportunities and provide a wide range of accommodation to support business and economic growth, close to Gatwick Airport. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact and maintaining an appropriate strategic gap • be designed to retain boundary trees/visual buffer • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network and retain the existing public access routes/right of way
SEH6 – Land at Newstead Hall	<p>(4) The site is wholly in Flood Zone 2 and not sequentially preferable. The Burstow Stream also adjoins the parcel. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the water course and reduce surface run-off in order to safeguard water quality in the Burstow Stream</p> <p>(12) The site is covered largely by dense woodland, much of which is protected. To achieve development of any scale this woodland would need to be removed, resulting in the loss of habitat. It will be necessary to protect woodland as much as possible and ensure biodiversity enhancement or replacement.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact and maintaining an appropriate strategic gap • improvements to site access and pedestrian and cycle routes from the site

Site Name / Reference	Conclusions of SA
	<ul style="list-style-type: none"> • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network and retain the existing public access routes/right of way
SEH7 – Land at Wilgers Farm	<p>(2) The site is currently allocated for a Town Park. Proposals for alternative use would prevent delivery of open space, sports pitches and recreation on the site and therefore adversely affect health and wellbeing. It will be important to ensure an alternative replacement site or make provision for open space as part of development.</p> <p>(4) The site is extensively affected by flood risk with large areas in flood zone 2 and 3 and is not sequentially preferable. The Burstow Stream runs along the boundary of the site and there are a number of ditches/natural outflows across the site. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to attenuate and store flood waters, provide a buffer to the watercourse and reduce surface run-off, particularly into the stream.</p> <p>(5) The site has reasonable access to services and facilities, and is just within walking distance of Horley town centre as well as bus services to the town along Balcombe Road. Measures to enhance the pedestrian/cycling route to the town would have a positive impact.</p> <p>(11) The Burstow Stream is of poor ecological quality at this point. Development and run-off from development could worsen this. A buffer zone to the water course should be provided and SUDs should be put in place.</p> <p>(14) The site is in reasonable proximity to both Horley rail stations, bus services through the Town Centre and along Balcombe Road.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate significant local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • enhance river environment • improvements to site access and pedestrian and cycle routes from the site • be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones • protect and maintain hedgerows and trees • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network
SEH8 – Land at Farney View Farm	<p>(4) The site is extensively affected by flood risk with large areas in flood zone 2 and 3 and is not sequentially preferable. The Burstow Stream runs along the boundary of the site and there are a number of ditches/natural outflows across the site. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are</p>

Site Name / Reference	Conclusions of SA
	<p>put in place to attenuate and store flood waters, provide a buffer to the watercourse and reduce surface run-off, particularly into the stream.</p> <p>(5) The site has reasonable access to services and facilities, and is just within walking distance of Horley town centre as well as bus services to the town along Balcombe Road. Measures to enhance the pedestrian/cycling route to the town would have a positive impact.</p> <p>(11) The Burstow Stream is of poor ecological quality at this point. Development and run-off from development could worsen this. A buffer zone to the water course should be provided and SUDs should be put in place.</p> <p>(14) The site is in reasonable proximity to both Horley rail stations, bus services through the Town Centre and along Balcombe Road.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • enhance river environment • road access improvements • protect and maintain hedgerows and trees • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network
SEH9 – Land east of Wilgers Farm	<p>(4) The site is extensively affected by flood risk with large areas in flood zone 2 and 3 and is not sequentially preferable. The Burstow Stream runs along the boundary of the site and there are a number of ditches/natural outflows across the site. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to attenuate and store flood waters, provide a buffer to the watercourse and reduce surface run-off, particularly into the stream.</p> <p>(11) The Burstow Stream is of poor ecological quality at this point. Development and run-off from development could worsen this. A buffer zone to the water course should be provided and SUDs should be put in place.</p> <p>(13) Development would result in the loss of a significant area of greenfield land. The countryside in this location also plays a role in transition and settlement separation. Development should be avoided or limited in the eastern parts of the parcel which fulfils more of a strategic gap/landscape role.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate significant local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business</p>

Site Name / Reference	Conclusions of SA
	<p>support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • enhance river environment • road access improvements • protect and maintain hedgerows and trees • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network
SEH10 – Land east of Farney View Farm	<p>(4) A large part of the site is affected by flood risk with large areas in flood zone 2 and 3 and is not sequentially preferable. The Burstow Stream runs along the boundary of the site. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the watercourse and reduce surface run-off, particularly into the stream.</p> <p>(5) The site has limited access to services and facilities, and is outside of walking distance to Horley town centre. The pedestrian environment from the site to the nearest bus services along Balcombe Road is also limited. Measures to enhance the pedestrian/cycling route to the town and nearby bus services.</p> <p>(11) The Burstow Stream is of poor ecological quality at this point. Development and run-off from development could worsen this. A buffer zone to the water course should be provided and SUDs should be put in place.</p> <p>(14) see 5 above, the walking route to nearby bus services is poor and would not encourage their use. Access to rail services in Horley is limited. Road access is constrained. Measures to enhance the pedestrian/cycling route to the town and nearby bus services.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • road access improvements • protect and maintain hedgerows and trees • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network
SEH11 – Land at Harrowsley Green Farm	<p>(4) A large part of the site is affected by flood risk with large areas in flood zone 2 and 3 and is not sequentially preferable. A main river runs along the boundary of the site. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the watercourse and reduce surface run-off, particularly into the stream.</p> <p>(5) The site has limited access to services and facilities, and is outside of walking distance to Horley town centre,</p>

Site Name / Reference	Conclusions of SA
	<p>although there are some bus services along Smallfield Road. Measures to enhance the pedestrian/cycling route to the town and improve frequency of bus provision,</p> <p>(7) Constraints assessment has identified potential ground gas contamination in part of the site. Further investigation and mitigation/remediation potentially required.</p> <p>(11) A main river runs along the boundary of the site. Development and run-off from development could adversely impact upon water quality and contamination. A buffer zone to the water course should be provided and SUDs should be put in place.</p> <p>(13) Development would result in the loss of a significant area of greenfield land. The countryside in this location also plays a role in transition and settlement separation. Development should be avoided or limited in the eastern parts of the parcel which fulfils more of a strategic gap/landscape role.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • enhance river environment • protect and maintain hedgerows and trees • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network
SEH12 – Land south of Haroldslea Drive	<p>(4) A large part of the site is affected by flood risk with large areas in flood zone 2 and 3 and is not sequentially preferable. The Burstow Stream runs along the boundary of the site and other ditches/outflows cross the site. Development on parts of the site at risk of flooding should be avoided. It will be important that measures are put in place to provide a buffer to the watercourse and reduce surface run-off, particularly into the stream.</p> <p>(5) The site has very limited access to services and facilities, and is outside of walking distance to Horley town centre. The pedestrian environment from the site to the nearest bus services along Balcombe Road is also poor and a reasonably long walking distance. Measures to enhance the pedestrian/cycling route to the town and bring public transport services closer to the site. Provision of on-site services may be necessary to adequately support employment use.</p> <p>(7) Constraints assessment has identified potential ground gas contamination in part of the site. Further investigation and mitigation/remediation potentially required.</p> <p>(9) The site is subject to noise pollution issues in part – arising from the Airport and proximity to the motorway, it will be necessary to incorporate design and construction measures which minimise impact on potential users.</p> <p>(11) The Burstow Stream runs along the boundary of the site and is identified as being of poor ecological quality at this</p>

Site Name / Reference	Conclusions of SA
	<p>point. Development and run-off from development could adversely impact upon water quality and contamination. A buffer zone to the water course should be provided and SUDs should be put in place.</p> <p>(13) Development would result in the loss of a significant area of greenfield land. The countryside in this location also plays a role in transition and settlement separation. Development should be avoided or limited in the eastern parts of the parcel which fulfils more of a strategic gap/landscape role.</p> <p>(14) see 5 above, the walking route to nearby bus services is poor and would not encourage their use. Access from the site to rail services in Horley town centre and at Gatwick Airport is limited. Road access is constrained. Measures to enhance access to bus services, potentially through diversion to the site, as well as improvements to walking/cycling routes to rail stations in Horley and Gatwick would be needed to reduce negative outcome.</p> <p>(15) Parts of the site fall within flood zone 2 and to a lesser extent Flood Zone 3, development would reduce flood resilience. Mitigation measures would be needed to reduce impact of flood risk/events and provide storage.</p> <p>(16)/(17) The proposed use would generate local job opportunities and provide accommodation to support business and economic growth. Initiatives or accommodation for providing local training opportunities, business support and small business incubator space would maximise positive outcomes.</p> <p>Other mitigation:</p> <ul style="list-style-type: none"> • be designed sensitively, taking account of visual/landscape impact • enhance river environment • protect and maintain hedgerows and trees • incorporate sustainable construction and renewable energy measures • include green infrastructure links across the parcel, link to the wider GI network

5 CUMULATIVE IMPACTS

- 5.1 Under paragraph 174 of the NPPF local authorities should assess the likely cumulative impacts of development in their area from all their policies and supplementary planning documents to support the local development plan. For the plan to be sound the proposed policies should not put implementation of the plan at serious risk but should facilitate development throughout the area. Cumulative impacts should be considered within a strategic planning framework and mitigated by minimising environmental, social and economic impacts of each policy option.
- 5.2 A number of cumulative impacts were identified through the SA process in relation to potential development sites. In many cases, the preferred proposed policy approaches introduce ways of mitigating these cumulative social, economic and environmental impacts. In addition, other mechanisms are also proposed such as the Green Infrastructure Strategy.
- 5.3 Physical development in the borough through urban extensions and existing urban sites is likely to lead to greater pressure on the borough's existing infrastructure network, in particular on local roads with secondary impacts such as noise, congestion and air quality. The SA avoidance/ mitigation measures in relation to sites identify measures to address these impacts including further modelling to understand how traffic impacts can be managed and measures to promote walking and cycling. Preferred DMP policy approaches cover impacts in access, parking, design policies and the emerging Green Infrastructure Strategy. This will help to relieve the cumulative impacts from congestion and ensure traffic impacts are well managed.
- 5.4 Another cumulative impact could be on school places and GP surgery capacity and provision to accommodate additional growth planned in the borough over the planned period, with impacts on the health and wellbeing of the population. This is being explored further with Surrey County Council and adjoining local authorities in Surrey as the DMP is developed to ensure accurate planning and sufficient provision into the future. Policies on place shaping can help to ensure adequate provision of infrastructure is delivered across the borough to accommodate the additional growth over the planned period.
- 5.5 Future development through urban sites and urban extensions could have cumulative impacts on the surrounding landscape of international, national and local designated sites including Mole Gap to Reigate Escarpment SAC, SSSI, AONB and SNCI adjoining identified sites for development with secondary impacts such as views, biodiversity and habitat loss. The Surrey wide Landscape Character Assessment (LCA) identifies design measures to mitigate impact on landscape. The preferred DMP policy approach on protecting the natural environment and landscape protection which will help to mitigate against the cumulative impacts, and the Council is also committed to preparing a Green Infrastructure Strategy.

- 5.6 Additional cumulative impacts include noise, light and air pollution from adjoining M23 and Gatwick Airport on a number of potential SUE sites around Horley. These issues have been identified in the SA for the relevant sites around Horley and appropriate mitigation measures identified to reduce the impact including creation of buffer zones, tree planting and avoidance of development closest to the highest noise and air pollution levels. The preferred DMP policy approach on safeguarding against the effects of noise, air and light pollution will help to mitigate against the cumulative impacts.

6 MONITORING

- 6.1 Regular monitoring is a legal requirement under Section 35 of the Planning and Compulsory Purchase Act 2004. The Environmental Assessment of plans and programmes Regulations 2004 require local authorities to *“monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action.”*
- 6.2 The Council has developed a monitoring framework to support the Core Strategy and subsequent documents, which is available to download from the Council’s website: [Plan Monitoring](#). The Monitoring framework sets out a series of indicators which:
- Provide the baseline data for monitoring strategic objectives and (in due course) the more detailed policies set out in the Development Management Plan (DMP).
 - Will help provide a picture of how the environment and sustainability credentials of the area are evolving
 - Will allow the Council to monitor the significant effects or uncertainties of the DMP identified through the SA process
 - Will therefore ensure appropriate action can be taken to reduce and or offset any significant effects of the plan.
 - Will allow for the monitoring of targets/ indicators against actual performance, identifying where benefits are not being maximised and further action and amendments to existing policy is required.
- 6.3 Where possible in implementing the monitoring identified as part of the SA, use will be made of existing monitoring processes to avoid duplication of effort.
- 6.4 The monitoring measures identified as part of the SA process relate to the significant adverse impacts and uncertainties that have been identified and predicted as a result of each policy option appraised against the SA objectives set out in Appendix C taking into account social, economic and environmental interests. The Council produces an Annual Monitoring Report (AMR) to monitor progress against the indicators in the Core Strategy Monitoring Framework. The following indicators (see table 14 overleaf) have been identified to monitor any significant effects and uncertainties that have been predicted as a result of the proposed DMP preferred policy options. Indicators are drawn from the Core Strategy Monitoring Framework.

Table 14 – Monitoring issues identified by the SA

SA Objective	Potential issue identified by the SA report	Monitoring Proposal			
		Relevant Core Strategy Policy	Source of monitoring	Performance indicator	Target
SA1 To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford.	Housing mix, tenure, size including affordable housing and care homes.	CS13 Housing Delivery CS14 Housing Needs of the Community CS15 Affordable Housing	Housing Delivery Monitor (insert link)	Number of additional affordable homes delivered	At least 100 per annum
				Tenure mix of homes delivered including affordable and social rent	
				Percentage of schemes of 15 units and over providing financial contribution towards affordable housing in line with policy requirements.	100%
SA2 To facilitate the improved health and wellbeing of the whole population.				Developments resulting in a net loss of housing including affordable housing.	No loss of affordable housing outside regeneration areas
SA5 To make the best use of previously developed land and existing buildings.	Development on previously developed land (PDL)	CS10 Sustainable Development	Housing Delivery Monitor Commercial Commitment's Monitor Annual Monitoring Report (AMR)	Percentage of new residential dwellings built on previously developed land (PDL)	At least 50%
				Percentage of additional non-residential floorspace built on previously developed land (PFL)	At least 90% over the planned period

SA Objective	Potential issue identified by the SA report	Monitoring Proposal			
		Relevant Core Strategy Policy	Source of monitoring	Performance indicator	Target
SA2 To facilitate the improved health and wellbeing of the whole population.	Improve and make provision for transport infrastructure including walking, cycling and public transport	CS17 Travel Options and Accessibility	Housing Delivery Monitor Commercial Commitment's Monitor Annual Monitoring Report (AMR)	Percentage of completed non-residential dwellings located within 15 minutes of a public transport stop or walking distance to a town centre	At least 80%
SA4 To reduce the need to travel, encourage sustainable transport options and improve accessibility to all services and facilities.				Percentage of completed residential dwellings located within 15 minutes of a public transport stop or walking distance to a town centre	At least 80%
				Percentage of major residential and commercial developments committed to a travel plan	100%
				Parking levels achieved on residential and non-residential developments and in the most sustainable locations.	All developments to be in line with standards adopted within subsequent guidance.

SA Objective	Potential issue identified by the SA report	Monitoring Proposal			
		Relevant Core Strategy Policy	Source of monitoring	Performance indicator	Target
SA3 To conserve and enhance, archaeological, historic and cultural assets and their settings.	Protect cultural and heritage interests	CS4 Valued Townscape and the Historic Environment	Annual Monitoring Report (AMR)	Planning permissions granted contrary to English Heritage advice	No permissions granted contrary to English Heritage advice
				Loss of statutory and locally listed buildings	No loss of listed buildings
				Number of heritage assets on the 'at risk register'	Reduction in the number of assets on the 'at the risk register'
SA15 To protect and enhance landscape character.	Protecting the landscape	CS2 Valued Landscapes and the Natural Environment	Annual Monitoring Report (AMR)	Number of permissions granted contrary to Natural England advice	No permissions granted contrary to Natural England advice
				Permissions for major developments within and around AONB, SSSI and SNCI sites	No applications granted for major development proposals within the AONB, SSSI and SNCI sites

SA Objective	Potential issue identified by the SA report	Monitoring Proposal			
		Relevant Core Strategy Policy	Source of monitoring	Performance indicator	Target
SA16 To conserve and enhance biodiversity.	Implementation of the SAC Mitigation Plan	CS2 Valued Landscapes and the Natural Environment	Green Infrastructure Action Plan (on going)	Delivery of measures to mitigate and avoid pressure on the SAC	Implement through Green Infrastructure Strategy and Action Plan listing specific projects, delivery partners, mitigation measures and timescale for delivery
			Green Infrastructure Action Plan (on going)	Major residential or commercial developments within proximity to the SAC	No major commercial or residential schemes permitted within 1,000m buffer of the SAC without appropriate mitigation and avoidance measures in place
SA2 To facilitate the improved health and wellbeing of the whole population	Provision of sufficient urban open space and land in new developments	CS12 Infrastructure Delivery	Green Infrastructure Action Plan (on going)		No net loss.

SA Objective	Potential issue identified by the SA report	Monitoring Proposal			
		Relevant Core Strategy Policy	Source of monitoring	Performance indicator	Target
SA14 To ensure air quality continues to improve and noise and light pollution are reduced.	Air Quality Management Areas (AQMA)	CS10 Sustainable Development	Annual Monitoring Report (AMR) Environment Monitor	Emissions recorded in AQMAs	No increase.
SA10 To adapt to the changing climate.	Flood risk	CS10 Sustainable Development	Annual Monitoring Report (AMR) Environment Monitor	Number of additional dwellings permitted in areas of flood risk	No new residential dwellings excluding replacement dwellings in flood zone 2, 3a and 3b outside Redhill Town Centre
SA11 To reduce flood risk.				Number of planning permissions granted contrary to Environment Agency advice regarding flood risk and water quality	No permissions granted contrary to Environment Agency advice

SA Objective	Potential issue identified by the SA report	Monitoring Proposal			
		Relevant Core Strategy Policy	Source of monitoring	Performance indicator	Target
SA6 To support economic growth which is inclusive, innovative and sustainable.	Delivery and provision of adequate local employment floorspace to meet local requirements	CS5 Valued People and Economic Development	Commercial Commitments Monitor Industrial Estates Monitor Town Centre Monitor	Percentage of additional non-residential floorspace built within town centres and industrial estates	At least 90%
				Developments resulting in a net loss of commercial floorspace including permitted development	No schemes will be permitted which would result in a net loss of B1-B8 floorspace in designated employment areas or large scale loss of B1-B8 floorspace on sites outside of designated employment areas.