



# **Development Management Plan (Regulation 18 Stage)**

## **Sustainability Appraisal Appendix F**

**June 2016**

## APPENDIX F: Potential Sustainable Urban Extension Sites (SUEs)

SSW1 Land North of Park Lane East, Reigate				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	Excluding woodland and buffer zone, at 20dph, the site could accommodate 168 units, at 30dph 252units and at 40dph 336 units.  Densities on the site should reflect those in the adjoining urban area, as well as the sensitivities of the park to the north (which is visible from beyond the southern boundary of the site). Suggest development should be focused on the southern part of the site.	Provide affordable housing in line with Core Strategy housing policy.  Include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	The site currently has no public access although PROWs run along eastern and northern edges of site.  There is therefore the opportunity for development on this site to make a positive contribution to the wider green infrastructure network across this area (particularly linking to Priory Park to the north and the Town Centre beyond).	Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in to Priory Park and Reigate Town Centre.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A

4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	++	The parcel falls within flood zone 1 and is marginally affected by 1 in 200 year surface water flood events. No flood risk or water quality issues have been identified, making this a sequentially preferable site for development. However, given its topography/ steep gradient, surface water runoff may be an issue, and poorly designed development could increase flooding in the locality.	The parcel is sequentially preferable for development. Any development must be designed to include mitigation measures to manage and reduce surface water runoff.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	The land parcel is fairly well located, approximately 2km from Reigate Town Centre, and 1.5km from Woodhatch local centre. There is a primary school and GP practice within 2km.  Buses run along Park Lane East  New development may increase pressure on existing services.	Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site is predominately open fields and undeveloped with the exception of the north eastern corner of the parcel which has residential and ancillary buildings	Previously developed sites should be developed as a priority in accordance with the Core Strategy.  Existing properties should be incorporated into any new development in a sensitive manner.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	There are no known instances of contamination, however Environmental Health records indicate the presence of some pits located to the west of (although outside) the parcel. These are unlikely to have an impact on any development on the parcel.	Further work may be needed to establish proximity of the pits to the parcel and if there is likely to be any significant impact on any future development on the site.
8. To ensure air quality	There are a number of AQMAs	0	There are no AQMAs in proximity	N/A

continues to improve	designated across the borough.		to this parcel.	
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	Development on the parcel could mean increased street lighting, which could impact on views and setting of adjoining Priory Park	Design of any development will need to take into account visual impact of street lighting and be designed to minimise impact on longer range views.
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>1</sup> . In addition, the Environment Agency's assessment <sup>2</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	No water supply issues have been identified.  No existing water quality issues have been identified that would represent a constraint to development on the site, however new development may increase surface water runoff.	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off and to contain any site pollution (land contamination).
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	The northern boundary of the parcel adjoins the proposed Priory Park SNCI.  Dense woodland lies directly to the north of the parcel. In the north eastern part of the parcel there are a group of TPOs.	Mitigation measures would be needed to protect the woodland/SNCI to the north of the land parcel: this should include the use of buffers. Ideally any development should be located in the southern part of the parcel.

<sup>1</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>2</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			The parcel also adjoins Reigate Heath BOA.	
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There would be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There is one locally listed building within the parcel set within large grounds and partially shielded by tree cover.</p> <p>There are a further two locally listed buildings adjacent to the parcel: one on Park Lane within large grounds, well screened, one on Park Lane East, already within developed area.</p> <p>Adjoining the northern boundary is Priory Park which is classed as a historic garden/ park. An Area of archaeological importance a little way to the north east of the parcel</p> <p>The AGLV boundary lies directly to the west of the parcel</p> <p>The Surrey wide Landscape Assessment classifies the area as Wooded Greensand Hills. Undulating hills, rises to high points at Reigate Park surrounded by lower lying ground facing south to low weald, prominent wooded hillsides forming setting to Reigate and visible from low weald, areas</p>	<p>Ideally, development should be focused on the southern parts of the site to minimise its visual impact.</p> <p>Any new development should be sensitively designed to minimise the local and longer range visual impact of development. This should include consideration of building height and the possibility for use of green roofs.</p> <p>Existing listed and locally listed buildings should be retained, and their setting protected.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Further investigation may be needed to establish if the north east part of the parcel is an area of archaeological importance.</p> <p>Whilst this site is neither common or heath land or currently in agricultural use, the visual impact of development on the site needs to be considered and factored into the design of any development.</p>

			<p>of small-medium scale fields, panoramic views over surrounding landscape are possible, minor roads cross area, including deeply sunken lanes and less enclosed rural roads on gentler topography.</p> <p>Borough-wide landscape assessment suggests that to the west of Reigate, where the landscape exhibits qualities of integrated heath and common land this is of high landscape sensitivity, however also notes areas of farmland landscape exist.</p> <p>The parcel, being situated on an elevated point at Reigate Park and adjacent to the AGLV (and recommended AONB), is of higher landscape sensitivity and is in front of the wooded hillside which forms part of the setting of Reigate.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The site is relatively well located, within approx. 2km of Reigate.</p> <p>A bus route runs along Park Lane East.</p> <p>The only realistic access for traffic is to the south of the parcel via Park Lane East. Road and junction improvements would be needed to accommodate increase capacity of and minimise congestion on Park Lane East.</p> <p>There is a public footpath running along the north and eastern edges</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks and, the wider area</p> <p>Public footpaths should be retained and enhanced.</p> <p>Improvements may be needed to existing bus routes that run directly adjacent to the parcel along Park Lane</p>

			of the parcel, which is well used and connects with Priory Park leading to Reigate town centre.	East
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15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	

**Conclusions:**

The main constraints for this parcel are its topography, proximity to Priory Park (SNCI and Registered Park & Garden) and relatively poor road access.

The parcel benefits from its relative proximity to Reigate Town Centre and its absence of flood risk.

Any new development would need to be carefully designed to minimise the impact on the wider landscape and on Priory Park.

In the event that this site is considered for development, further work will be required in relation to

- 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.

Any new development will need to:

- 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				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding the school and grounds, garden centre, community centre and small woodland areas, at 20dph, the site could accommodate 233 units, at 30dph 349 units and at 40dph 465 units.</p> <p>Densities on the site should reflect those in the adjoining urban area: the parcel could probably accommodate a medium density development.</p> <p>The site could provide a significant proportion of the SUE housing requirement for Reigate, and a variety of dwelling types and sizes, including sheltered/retirement accommodation for older people.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	++	<p>The majority of the site currently has no public access.</p> <p>The site could provide a new community/commercial/retail to complement existing nearby facilities.</p> <p>There is the opportunity for development on this site to make a positive contribution to the wider green infrastructure network across this area helping to encourage healthy lifestyle choices.</p>	<p>Consider opportunity to include new community/commercial/retail facilities, , to complement existing nearby facilities.</p> <p>Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels.</p>

				<p>The existing playing fields and school in the northern part of the land parcel should be retained.</p> <p>Explore opportunity to provide new high quality public open space as part of any new development.</p>
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	Ensure existing community provision is retained.
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	++	<p>The parcel falls within flood zone 1. There are several ditch lines running through the central and western part of the parcel; these areas being identified as being at risk of 1 in 200 year and also 1 in 30 year surface water flood events.</p> <p>No major flood risk or water quality issues have been identified, making this a sequentially preferable site for development.</p>	<p>The parcel is sequentially preferable for development. Any development must be designed to include mitigation measures to manage and reduce surface water runoff.</p> <p>Appropriate design measures will be needed to safeguard existing watercourse and waterbodies, including use of buffer zones.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The land parcel is well located in relation to the Woodhatch local centre (within 1.5km), primary school (500m) and GP surgery (1km). Reigate Town Centre is 2.5-3km away.</p> <p>Buses run along Sandcross Lane.</p> <p>New development may increase pressure on existing services, however development on this</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling</p>

			parcel would be likely to be of a scale that could support the provision of additional local services on site	<p>should be explored.</p> <p>Consider opportunity to include new community/commercial/retail facilities, to complement existing nearby facilities.</p> <p>Explore opportunity to provide new high quality public open space should be provided in the western part of the site as part of any new development.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	<p>The majority of the site is not developed (predominately agricultural land).</p> <p>There is however a primary school, garden centre and community centre within the parcel.</p>	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>Existing properties should be incorporated into any new development in a sensitive manner.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The majority of the land parcel is grade 4 agricultural land.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick).	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A

11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of “serious” water stress <sup>3</sup> . In addition, the Environment Agency’s assessment <sup>4</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	<p>No water supply issues have been identified.</p> <p>The ecological quality of ditches running across the site will have to be considered. The ditches will need to be protected if development proceeds on this site.</p>	<p>A buffer zone should be included around watercourse and water bodies (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>There are some biodiversity features adjoining the parcel, including an area of ancient woodland to the south of the parcel (although separated by Slipshatch Road).</p> <p>The parcel boundaries are surrounded by a thin belt of trees which extend into the parcel from the southern boundary. There are also some trees south of the garden centre, protected with a group TPO.</p> <p>There may be biodiversity interest features associated with the ditch lines that cross the parcel.</p>	<p>Existing trees and where possible hedgerows should be protected.</p> <p>Further investigation is needed in relation to the biodiversity interest features of the ditches. Where necessary mitigation measures (e.g. buffer zones) and positive management measures should be incorporated to prevent biodiversity degradation.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring	Any new development should be sensitively designed to minimise the local range visual impact of development and maintain a transition to the wider

<sup>3</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>4</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>sensitive design.</p> <p>There are a number of statutory and locally listed buildings within close proximity of the parcel. This includes a grade 2 listed building (Whitehall Farm) located north of the school within the built up area.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the west of Reigate, where the landscape exhibits qualities of integrated heath and common land this is of high landscape sensitivity, however also notes areas of farmland landscape exist.</p>	<p>countryside.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Whilst this site is neither common or heath land or currently in agricultural use, the visual impact of development on the site needs to be considered and factored into the design of any development.</p>
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<p>14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure</p>	<p>There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.</p>	<p>+</p>	<p>The parcel is within 1.5km from local amenities, services located at Woodhatch local Centre. Reigate town centre is approx. 2.5-3 km away.</p> <p>Development on the site is likely to be capable of supporting a number of services – including small-scale local community/commercial /shops This will reduce the need to travel for certain service access.</p> <p>Public access is limited on site – there are currently no public rights of way.</p> <p>Local bus services run along Sandcross Lane.</p> <p>Vehicular access could be via Sandcross Lane or Slipshatch Lane.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development</p> <p>Improvements may be needed to existing bus routes that run directly adjacent to the parcel along Sandcross Lane.</p> <p>Consider opportunity to include new community/commercial/retail facilities, to complement existing nearby facilities.</p> <p>Explore opportunity to provide new high quality public open space should be provided in the western part of the site as part of any new development.</p>
<p>15.To ensure that the District adapts to the impacts of the changing climate</p>	<p>There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).</p>	<p>0</p>	<p>Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.</p>	<p>See objectives 18 and 19</p>

16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase, and longer term employment opportunities by the introduction of small scale community/commercial/retail development.	Explore opportunities to use local workers in the construction of any new development and any new employment generating uses.
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	

**Conclusions:**

The main constraints for this parcel is its agricultural land use, and the ditch lines running across the parcel

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.

In the event this site is considered for development, further work will be required in relation to

- 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.

Any new development will need to:

- 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

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>The parcel is in use as formal playing fields.</p> <p>Parts of the parcel are subject to surface water flooding. Excluding these areas, at 20dph, the site could accommodate 54 units, at 30dph 81 units and at 40dph 108 units</p>	<p>The parcel should not be allocated for development given its constraints as allocated playing fields for formal recreational use. It is considered that there are more favourable parcels with less overriding constraints within Reigate that could deliver the required dwelling needs set out in the Core Strategy.</p> <p>However, if the parcel were to be allocated, the following would be required</p> <ul style="list-style-type: none"> <li>- Re-provision of playing fields</li> <li>- Provide affordable housing in line with Core Strategy housing policy.</li> <li>- Include housing mix in line with latest SHMA evidence.</li> </ul> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	- -	The site is currently in use as playing fields. This provides recreational opportunities for the wider local community, loss of which would have a negative impact in terms of sport/recreation opportunities.	<p>Existing land use of the parcel should be retained, to prevent any loss of playing fields.</p> <p>The playing fields provide recreational opportunities for the wider community, including any new development within the South / South West Reigate area of search.</p>

3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	Ensure existing community provision is retained.
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>The parcel falls within flood zone 1.</p> <p>There is a significant risk of 1 in 200 year surface water flood events and to a lesser extent 1 in 30 year surface water flood events on the southern part of the parcel.</p> <p>A ditch line runs along the western boundary of the land parcel.</p>	<p>The parcel is sequentially preferable for development as the majority of it falls within flood zone 1, however there is considerable surface water flooding.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff.</p> <p>Appropriate design measures will be needed to safeguard existing watercourses, including use of buffer zones.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The land parcel is well located in relation to the Woodhatch local centre (within 1.5km), primary school (500m) and GP surgery (1km). Reigate Town Centre is approx. 2km away.</p> <p>Buses run proximate to the parcel (within 5 mins walk).</p> <p>New development may increase pressure on existing services.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling should be explored.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is used as playing fields and formal recreation al use with some hard standing and ancillary structures.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>In the event of development on this land parcel, the playing fields would need to be re-provided.</p>
7. To reduce land contamination	Land contamination information shows a	0	No known contamination.	N/A

contamination and safeguard soil quality and quantity.	number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.			
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	N/A	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>5</sup> . In addition, the Environment Agency's assessment <sup>6</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	No water supply issues have been identified.  The ecological quality of pond and ditch at the southern end of the parcel would have to be considered. These will need to be protected if development proceeds on this site.  .	A buffer zone should be included around watercourses and water bodies (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	There are some existing narrow tree belts along the boundary of the parcel.	No specific biodiversity constraints identified. Any future development should seek to retain existing tree belts to screen development from surrounding land parcels and reduce visual impact on

<sup>5</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>6</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				existing urban development along the northern boundary of the parcel.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There is Grade 2 listed buildings at Clayhall Farm located in adjoining land parcel (SSW4).</p> <p>The AGLV boundary runs along Park Lane a short distance from the north-west part of the parcel.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the west of Reigate, where the landscape exhibits qualities of integrated heath and common land this is of high landscape sensitivity, however also notes areas of farmland landscape exist.</p>	<p>Any new development should be sensitively designed to minimise the local range visual impact of development and maintain a transition to the wider countryside.</p> <p>Whilst this site is neither common or heath land or currently in agricultural use, the visual impact of development on the site needs to be considered and factored into the design of any development.</p> <p>Any development should protect field patterns and hedgerow networks.</p>
14.To reduce the need to travel, encourage sustainable transport	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been	+	The parcel is within 1.5km from local amenities, services located at Woodhatch local Centre.	Further assessment of the transport implications of any new development would be required.

options and make the best use of existing transport infrastructure	cited as impacting on residents' quality of life.		<p>Reigate town centre is approx. 2 km away.</p> <p>Existing bus routes (430/435) are within 5 minutes walking distance from the parcel</p> <p>Vehicular access to the parcel is restricted via Whitehall Lane, which is narrow with limited visibility at junctions.</p>	<p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development</p> <p>Improvements may be needed to existing bus routes that run directly adjacent to the parcel along Sandcross Lane</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	<p>The site is relatively well located, in terms of access and proximity to Reigate Town Centre.</p> <p>Development on the site will support existing local businesses and services in Reigate &amp; Woodhatch.</p>	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.

19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	
<p><b>Conclusions:</b></p> <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 that this site is considered for development, further work will be required in relation to:</p> <ul style="list-style-type: none"> <li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li> <li>- biodiversity associated with the ditch/waterbody</li> <li>- visual and landscape impact</li> <li>- options for relocation of playing field provision.</li> </ul> <p>Any new development will need to:</p> <ul style="list-style-type: none"> <li>- incorporate measures to minimise surface water runoff</li> <li>- be designed sensitively, taking account of visual/landscape impact</li> <li>- be designed to protect watercourses and waterbodies, including through the use of buffer zones</li> <li>- be designed to retain hedgerows/trees</li> <li>- incorporate sustainable construction and renewable energy measures</li> <li>- ensure an appropriate transition to adjoining countryside</li> <li>- deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and countryside</li> <li>- 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</li> </ul>				

SSW4 Clayhall Farm, Reigate				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding heritage assets and their setting, and areas at risk of flooding, at 20dph, the site could accommodate 272 units, at 30dph 407 units and at 40dph 543 units.</p> <p>It is likely that a lower density on the site would be most appropriate taking into account the role the parcel would play in providing a transition to the countryside.</p> <p>The site could provide a significant proportion of the SUE housing requirement for Reigate, and a variety of dwelling types and sizes including sheltered/retirement accommodation for older people..</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	<p>The site currently has no public access.</p> <p>There is the opportunity for development on this site to make a positive contribution to the wider green infrastructure network across this area helping to encourage healthy lifestyle choices.</p>	<p>Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels.</p> <p>Explore opportunity to provide new high quality public open space as part of any new development.</p>

3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>There are several ditch lines running across the parcel feeding into Wallace Brook which runs across the parcel parallel to the south western edge.</p> <p>The majority of the parcel falls within flood zone 1.</p> <p>A strip of land across the south west corner of the parcel falls within flood zone 2 &amp; 3 associated with the Wallace Brook.</p> <p>The south western corner is also at risk from 1 in 200 year and 1 in 30 year surface water flood events. A small band of land running north east from Wallace Brook is also affected by surface water flooding events.</p>	<p>The parcel is largely sequentially preferable for development.</p> <p>However, any development must be designed to include mitigation measures to manage and reduce surface water runoff, and in particular to safeguard water quality in the Wallace Brook (in terms of the Water Framework Directive water quality standards).</p> <p>Appropriate design measures will be needed to safeguard the existing watercourse and ditches, including use of buffer zones, in order to minimise flood risk, to protect water quality and safeguard any associated biodiversity features.</p> <p>The south west corner of the parcel should be excluded from development as it is located on the Wallace Brook floodplain and is prone to flooding.</p>



5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	-	<p>The parcel is fairly isolated from local services, amenities, etc. compared with most of the other SSW sites.</p> <p>The nearest local centre is at Woodhatch and is between 1.5-2km (approx.). Reigate town centre is between 2-3km (approx.).</p> <p>Part of the parcel is within 10 minutes' walk to the nearest bus routes, but the majority of the parcel is more than 10 minutes' walk to the nearest bus routes.</p> <p>New development may increase pressure on existing services, however development on this parcel would be likely to be of a scale that could support the provision of additional local services on site.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling should be explored.</p> <p>Consider opportunity to include new community/commercial/retail facilities.</p> <p>Explore opportunity to provide new high quality public open space should be provided in the western part of the site as part of any new development.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The majority of the site is not developed (predominately agricultural land). There is a small cluster of farm buildings and ancillary structures at Clayhall Farm.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>Existing properties should be incorporated into any new development in a sensitive manner.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The majority of the land parcel is grade 3 agricultural land.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A

9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site.	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>7</sup> . In addition, the Environment Agency's assessment <sup>8</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	<p>No water supply issues have been identified.</p> <p>The quality of the watercourse and ditches running across the site will have to be considered (Water Framework Directive water quality standards).</p>	<p>A buffer zone should be included around watercourse and water bodies (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).</p>

<sup>7</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>8</sup> As shown in the Catchment Abstraction Management Strategy (2006)

12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>There are no substantial areas of woodland, however there are some narrow tree belts within and along the boundary that screen the site from Clayhall Lane.</p> <p>The River Mole and its tributaries BOA (biodiversity opportunity area) runs through the parcel around Wallace Brook.</p>	<p>Existing trees and where possible hedgerows should be protected.</p> <p>Further investigation may be needed in relation to the biodiversity interest features of the ditches. Where necessary mitigation measures (e.g. buffer zones) and positive management measures should be incorporated to prevent biodiversity degradation.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There is a cluster of grade 2 listed and curtilage buildings at Clayhall Farm. Within the curtilage there are some agricultural sheds.</p> <p>AGLV (Area of Great Landscape Value) lies to the north of the parcel.</p> <p>The parcel is more remote from the urban area than other parcels being considered and currently is open countryside.</p> <p>It is highly visible from the surrounding open countryside to the south and south west of the</p>	<p>Existing listed buildings should be retained, and their setting protected.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Any development should protect hedgerow networks.</p> <p>Any new development should be sensitively designed to minimise the local and longer range visual impact of development and reflect the topography of the parcel.</p> <p>Whilst this site is neither common or heath land or currently in agricultural use, the visual impact of development on the site needs to be considered and factored into the design of any development.</p>

			<p>parcel. Any future development could potentially have a negative impact on the wider setting which will need to be considered and reflected in the design and scale of development on the parcel. It is unlikely to be appropriate to develop this parcel without the adjoining SSW2/3.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the west of Reigate, where the landscape exhibits qualities of integrated heath and common land this is of high landscape sensitivity, however also notes areas of farmland landscape exist.</p> <p>Parcel is low-lying landscape but displays many of the defining</p>	
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			characteristics of the character area (scale of fields, well-developed hedgerows, rural lanes, winding stream). Sensitivity is increased given adjacent to AGLV (which has been identified for potential inclusion in AONB).	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	-	<p>The parcel is fairly remote.</p> <p>Development on the site is likely to be capable of supporting a number of services – including small-scale local community/commercial /shops This will reduce the need to travel for certain service access</p> <p>No bus routes pass the parcel, the nearest bus route is 10 minutes' walk from part of the parcel, however the majority of the parcel is more than 10 minutes' walk to the nearest bus routes. There are currently no pavements along road that edge the parcel.</p> <p>Further work and investigation would be needed to explore potential access points onto the parcel. Potential access points could be via Clayhall Lane, however this is currently a narrow lane with limited visibility.</p>	<p>Further assessment of the transport implications of any new development would be required. In addition further work would be needed to explore potential access points onto the land parcel.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks and the wider area, including other adjoining land parcels.</p> <p>Improvements may be needed to both bus services and local roads (to manage traffic flow and congestion).</p> <p>Consider opportunity to include new community/commercial/retail facilities, to complement existing nearby facilities.</p> <p>Explore opportunity to provide new high quality public open space should be provided in the western part of the site as part of any new development.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified however climate change impacts on flood risk need to be	See objectives 18 and 19

			considered.	
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase and longer term employment opportunities by the introduction of small scale community/commercial/retail development.	Explore opportunities to use local workers in the construction of any new development and any new employment generating uses.
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Reigate & Woodhatch.	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	

**Conclusions:**

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).

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.

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.

In the event that this site is considered for development, further work will be required in relation to:

- 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.

Any new development will need to:

- 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 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 the road network

## SSW5 Land south of Slipshatch Road , Reigate

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding areas of FZ2, areas of woodland and land to the west of the farm track, at 20dph, the site could accommodate 158 units, at 30dph 238 units and at 40dph 317 units.</p> <p>Densities on the site should reflect those in the adjoining urban area: the parcel could probably accommodate a medium density development, however a lower density may need to be considered further from the urban area to provide a transition to the countryside.</p> <p>The site could provide a reasonable proportion of the SUE housing requirement for Reigate, and a variety of dwelling types and sizes including sheltered/retirement accommodation for older people..</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	<p>The site currently has no public access, and pedestrian access to the site is poor.</p> <p>The site could provide a new community/commercial/retail to complement existing nearby facilities.</p> <p>There is the opportunity for</p>	<p>Consider opportunity to include new community/commercial/retail facilities, , to complement existing nearby facilities.</p> <p>Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as</p>



			development on this site to make a positive contribution to the wider green infrastructure network across this area helping to encourage healthy lifestyle choices.	appropriate joining up with links / routes in adjacent land parcels.  Explore opportunity to provide new high quality public open space as part of any new development.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	0	<p>The majority of the land parcel falls within flood zone 1, with the exception of the southern boundary which falls within flood zone 2/3.</p> <p>The north western part of the parcel is at risk from surface water flooding. It is likely to be affected by 1 in 200 year and 1 in 30 year surface water flooding events. The southern boundary is less likely to be affected by surface water flooding, along with a narrow area running north-south through the centre of the parcel.</p>	<p>The parcel is largely sequentially preferable for development.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff.</p> <p>Appropriate design measures will be needed to safeguard existing watercourse and waterbodies, including use of buffer zones.</p> <p>Those parts of the site that fall within FZ2 and 3 should be excluded from development.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>There are currently no public access on, or public footpaths to, the parcel.</p> <p>The site is within close proximity to local services and amenities located at Woodhatch Local Centre which is less than 1km (approx.) It is also in close proximity to GP surgery and</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling should be</p>

			<p>primary school</p> <p>New development may increase pressure on existing services, however development on this parcel would be likely to be of a scale that could support the provision of additional local services on site</p> <p>Bus routes run within 10 minutes' walk of the parcel.</p>	<p>explored.</p> <p>Consider opportunity to include new community/commercial/retail facilities, to complement existing nearby facilities.</p> <p>Explore opportunity to provide new high quality public open space should be provided in the western part of the site as part of any new development.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is undeveloped and is predominately made up of agricultural land and fields.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The majority of the land parcel is grade 4 agricultural land.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of	0	<p>No water supply issues have been identified.</p> <p>The parcel has ditches and a</p>	A buffer zone should be included around watercourses and water bodies (5m).

supply of water	“serious” water stress <sup>9</sup> . In addition, the Environment Agency’s assessment <sup>10</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		<p>main river which can help channel surface water run-off from the site onto adjoining land parcels and also the existing urban area adjoining the western boundary of the land parcel.</p> <p>The ecological quality of watercourses running across the site will have to be considered. These will need to be protected if development proceeds on this site.</p>	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>Slipshatch Woods SNCI adjoins the western part of the parcel boundary. This consists of a large area of ancient woodland along the north western edge of the parcel.</p> <p>There is a plantation of dense woodland which includes a group of TPOs in the centre of the parcel and narrow tree belts along the southern boundary.</p> <p>There is also an individual TPO on an oak tree within the parcel on Line/ Willows in the centre of the southern boundary of the parcel.</p> <p>There is further opportunity to enhance the biodiversity along the River Mole including its tributaries within the parcel, as it is a BOA. (Biodiversity</p>	<p>Existing ancient woodland within the adjoining SNCI should be protected via a buffer zone. Protected trees (within the plantation) should be incorporated as part of any future development.</p> <p>Other trees and where possible hedgerows should be protected.</p> <p>Further investigation is needed in relation to the biodiversity interest features of the ditches. Where necessary mitigation measures (e.g. buffer zones) and positive management measures should be incorporated to prevent biodiversity degradation.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>

<sup>9</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>10</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			Opportunity Area)	
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining and incorporating open space and natural features and ensuring sensitive design.</p> <p>There is a grade 2 listed building and a cluster of grade 2 listed curtilage buildings at Hartswood Manor/ Farm Barn beyond the south western corner of the land parcel. These buildings are set within reasonably large grounds. The southern buildings are screened by existing tree cover whereas the northern buildings are more visible from the parcel.</p> <p>Hartswood Manor is an Area of High Archaeological importance – although in adjoining parcel consideration may need to be given to archaeology.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly</p>	<p>Existing listed buildings should be retained, and their setting protected.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Any new development should protect hedgerow networks.</p> <p>Archaeological investigation may be required.</p> <p>Any new development should be sensitively designed to minimise the local and longer range visual impact of development</p> <p>The role of land in this part of Reigate as a buffer between the urban area and wider countryside should be factored into the design of any future development.</p>

			<p>uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the south of Woodhatch is a mixed character fringe which integrates amenity grassland areas, sports pitches and utilitarian works, which effectively forms a buffer between south Reigate and the open landscape to the south.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The parcel is relatively well located in terms of access to local services (see above). Reigate town centre is approx. 2.5km away.</p> <p>Development on the site is likely to be capable of supporting a number of services – including small-scale local community/commercial /shops This will reduce the need to travel for certain service access.</p> <p>Public access is limited on site – there are currently no public rights of way.</p> <p>There are a number of existing bus routes within 10 minutes walking distance from the parcel.</p> <p>Existing road access to the parcel is limited. The only realistic direct access point would be via Slipshatch Road, unless</p>	<p>Further assessment of the transport implications of any new development would be required. In addition further work would be needed to explore potential access points onto the land parcel, which could include via other land parcels to the south east (e.g. SSW6/7).</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks and the wider area, including other adjoining land parcels. Provision of pavements may be needed.</p> <p>Improvements may be needed to existing bus routes that run nearby.</p> <p>Consider opportunity to include new community/commercial/retail facilities, to complement existing nearby facilities.</p>

			alternative access points could be created via adjoining land parcels	Explore opportunity to provide new high quality public open space should be provided in the western part of the site as part of any new development.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified, however climate change impacts on flood risk need to be considered.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase, and longer term employment opportunities by the introduction of small scale community/commercial/retail development..	Explore opportunities to use local workers in the construction of any new development and any new employment generating uses.
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre. Development on the site will support existing local businesses and services in Reigate & Woodhatch.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	

**Conclusions:**

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.

The parcel benefits from relatively good proximity to local services including Woodhatch local centre. 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

- 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

Any new development will need to:

- 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 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 the road network

## SSW6 Land west of Castle Drive, Reigate

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>The parcel is in use as formal playing fields. Parts of the parcel are also at risk of flooding.</p> <p>Excluding areas of flood zone 2 and 3, 20dph, the site could accommodate 10 units, at 30dph 15 units and at 40dph 20 units.</p> <p>The majority of the site appears unsuitable for development given its constraints in terms of its existing land use as playing fields and flood risk issues. Any development on the parcel would need to re-provide/ relocate the playing fields to another site to prevent loss of playing fields.</p>	<p>The parcel should not be allocated for development given its constraints as allocated playing fields for formal recreational use, and risk of flooding. It is considered that there are more favourable parcels with less overriding constraints within Reigate that could deliver the required dwelling needs set out in the Core Strategy.</p> <p>If the site is allocated for development only the eastern section of the parcel could deliver a small amount of housing at a similar density to existent housing adjoining the eastern boundary for continuity with the existing urban area.</p> <p>See other objectives for other mitigation measures</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	The parcel is currently used as playing fields by Reigate Grammar School. Their loss would have a negative impact in terms of sport/recreation opportunities.	Any development would result in the loss of sports fields/ facilities. These would need to be relocated/ re-provided elsewhere to ensure there are sufficient sports facilities and sports fields provided and retained.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	There is a main river running east to west along the northern	The site is highly constrained with the majority of the parcel at flood risk



			<p>boundary. There is also a ditch running south through the centre of the parcel towards a pond.</p> <p>The majority of the site is within flood zone 3 with the exception of the southern and eastern parts of the parcel which fall within flood zone 1.</p> <p>The parcel is also at risk from surface water flooding particularly along the western part which is likely to be affected by 1 in 200 year and 1 in 30 year surface water events.</p>	<p>(majority falling within flood zones 2 &amp; 3). Development should be avoided on this part of the parcel.</p> <p>Only the southern and eastern parts of the parcel would be suitable for development.</p> <p>Existing ditches, ponds, water features, etc. will need to be protected and designed into any development on the parcel. This includes incorporating buffer zones, SUDS, etc. to protect the water quality and any associated biodiversity interest features.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The site is within close proximity to local services and amenities located at Woodhatch Local Centre which is less than 1km (approx.)</p> <p>A number of bus routes serve Dovers Green Road, Prices Lane and Sandcross Lane.</p> <p>There are currently no public rights of way through the parcel.</p>	<p>Further work will need to be undertaken to understand access options and transport implications, including on public transport, and walking and cycling options.</p> <p>Access routes (footpaths/ trails) should be incorporated within any new development to improve access and connectivity to the wider green infrastructure network, and (as appropriate) adjoining land/development parcels.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is predominately made up of playing fields used for formal recreational use by Reigate Grammar School.	In the event of development of the playing fields, they would need to be re-provided.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A

9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	N/A	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>11</sup> . In addition, the Environment Agency's assessment <sup>12</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	-	<p>No water supply issues have been identified.</p> <p>Existing ditches, pond and main river are found within the land parcel.</p> <p>The quality of the watercourse and ditches running across the site will have to be considered.</p>	<p>A buffer zone should be included around watercourses and water bodies (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).</p>
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>There is an SNCI/ ancient woodland (Slipshatch Woods) to the north west of the land parcel.</p> <p>The central part of the parcel consists of clusters of woodland and includes 2 TPOS. There is also an area of wooded parkland in the south west corner of the parcel in addition to some tree cover along the northern, southern and eastern boundaries</p>	<p>Protected trees (within the plantation) should be incorporated as part of any future development.</p> <p>Other trees and where possible hedgerows should be protected.</p> <p>Appropriate design measures would need to be included in the design of development to protect the adjoining SNCI/ ancient woodland at Slipshatch Woods (use of buffer).</p>

<sup>11</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>12</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			of the parcel.	The existing tree cover would help can be used to screen any development and minimise its impact on the surrounding countryside and adjoining listed buildings.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There are a number of grade 2 listed buildings and a cluster of curtilage buildings at Hartwood Manor/ farm barns adjoining the south western corner of the parcel. The southern buildings are largely screened by existing tree cover whilst the northern buildings are more exposed and visible to the surrounding area.</p> <p>Hartwood Manor (adjacent to this parcel) is an Area of High Archaeological importance – may be archaeological interest features in surrounding area.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The</p>	<p>Existing listed buildings should be retained, and their setting protected.</p> <p>Archaeological investigation may be required.</p> <p>Any new development should protect field patterns and hedgerow networks.</p> <p>Any new development should be sensitively designed to minimise the local and longer range visual impact of development</p> <p>The role of land in this part of Reigate as a buffer between the urban area and wider countryside should be factored into the design of any future development.</p>

			<p>area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the south of Woodhatch is a mixed character fringe which integrates amenity grassland areas, sports pitches and utilitarian works, which effectively forms a buffer between south Reigate and the open landscape to the south.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>There are a number of bus routes that pass along Dovers Green Road, Castle Drive and Prices Lane/ Sandcross Lane, the latter is more than 10 minutes walking distance from the parcel.</p> <p>The land parcel is approx. 2.5km from Reigate Town Centre, and 1km from the Woodhatch local centre and local services.</p> <p>The parcel could be accessed via Castle Drive, or via Dovers Green Road.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Vehicular access / junction options would need to be explored and improvements may be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development. Improvements may be needed to existing bus routes .</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Most of the parcel lies within flood zone 3 and is also affected by surface water flooding,</p>	<p>Parcel should not be allocated for development as the majority of the site falls within flood zones 2 and 3 which poses a great risk on any future residential development within the</p>

				parcel.
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch.	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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.

The parcel benefits from its relative proximity to Woodhatch Local Centre and other community facilities, and the main road network.

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.

In the event this site is considered for development, further work will be required in relation to:

- 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
- options for relocation of playing field provision.

Any new development will need to:

- 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 Hartswood Nursery, Reigate

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	Excluding residential units and common land, 20dph, the site could accommodate 17 units, at 30dph 26 units and at 40dph 35 units.  Densities on the site should reflect those in the adjoining urban area, whilst recognising the need to maintain a transition to the countryside.	Provide affordable housing in line with Core Strategy housing policy.  Include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	0	The site currently has no public access	Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, and (as appropriate) adjoining land/development parcels.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	++	The site is sequential preferable for development as it falls within flood zone 1. There are no apparent ditch lines or waterways within the parcel.	The parcel is sequentially preferable for development. Any development must be designed to include mitigation measures to manage and reduce surface water runoff.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	The parcel is relatively well located. There are nearby local services, amenities, located at Woodhatch local centre which is less than	Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.

			1km (approx.) away. Reigate town centre is approx. 2.5km away.  Bus route runs along Dovers Green Road.	Access onto the site would need improving.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	+	The parcel includes some structures, including residential properties and derelict nursery buildings.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.  Existing properties should be incorporated into any new development in a sensitive manner.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	Environmental Health records indicate there may be land contamination associated with the previous nursery use.	Further investigation is needed to establish the extent of land contamination from previous land use of parcel as a nursery. It is likely that any contamination could be addressed through appropriate remediation/mitigation measures.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	There are no AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate	0	No water supply issues have been identified.	Development could potentially impact on the water quality on adjoining land parcels. Any new development should



maintain an adequate supply of water	and Banstead falls within an area of “serious” water stress <sup>13</sup> . In addition, the Environment Agency’s assessment <sup>14</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		There are no waterways or ditches apparent within the parcel that would represent a constraint to development on the land parcel.	therefore be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	There are some trees along the northern boundary and south eastern corner of the parcel. No other specific biodiversity constraints identified on the site.	Existing trees and where possible hedgerows should be protected.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There are two grade 2 listed buildings within the parcel fronting onto Dovers Green Road. The existing tree cover within the parcel screens these buildings.</p> <p>The eastern part of the parcel along Dovers Green Road is common land.</p> <p>The Surrey wide Landscape</p>	<p>Any new development should be designed sensitively to maintain a transition between the urban area and the countryside.</p> <p>Existing listed and locally listed buildings should be retained, and their setting protected.</p>

<sup>13</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>14</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the south of Woodhatch is a mixed character fringe which integrates amenity grassland areas, sports pitches and utilitarian works, which effectively forms a buffer between south Reigate and the open landscape to the south.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>There are a number of bus routes that pass along Dovers Green Road.</p> <p>The land parcel is within close proximity to nearby services at Woodhatch Local Centre which is less than 1km (approx.) and Reigate town centre is approx. 2.5km away.</p> <p>The site potentially be accessed via Castle Drive which links to Dovers Green Road. This might</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks and, the wider area</p>

			be preferable to a direct access onto the A217	
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.

**Conclusions:**

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.

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.

In the event that this site is considered for development, further work will be required in relation to

- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options), and access arrangements
- potential contaminated land.

Any new development will need to:

- 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				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>The parcel is currently in use as a sports complex.</p> <p>If loss of the sports complex to housing were to be considered acceptable, and excluding areas of surface water and fluvial flooding, at 20dph, the site could accommodate 124 units, at 30dph 187 units and at 40dph 249 units.</p> <p>The majority of the site appears unsuitable for development given its constraints in terms of its existing land use as playing fields. Any development on the parcel would need to re-provide/ relocate the playing fields to another site to prevent loss of playing fields.</p>	<p>The parcel should not be allocated for development given its constraints as allocated playing fields for formal recreational use. It is considered that there are more favourable parcels with less overriding constraints within Reigate that could deliver the required dwelling needs set out in the Core Strategy.</p> <p>If the site is allocated for development, it would be expected that the formal recreational use would have to be relocated. See other objectives for other mitigation measures</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	<p>The parcel is currently used as playing fields/ sports facilities by Reigate Grammar School.</p> <p>Their loss would have negative impacts in terms of sport/recreation opportunities.</p>	Any development would result in the loss of sports fields/ facilities. These would need to be relocated/ re-provided elsewhere to ensure there are sufficient sports facilities and sports fields provided and retained. This would otherwise have a negative impact on the health and well-being of the wider population.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate	0	This is a borough wide issue and not area specific.	N/A

	of violent crime in the borough is higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>The south west corner of the parcel has a small ditch and pond. This part of the parcel is affected by a 1 in 200 year and 1 in 30 year surface water flood events.</p> <p>The parcel falls within flood zone 1.</p>	<p>The parcel is sequentially preferable for development.</p> <p>Development should be avoided on the south west corner of the parcel which is affected by surface water flooding.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff.</p> <p>Appropriate design measures will be needed to safeguard existing watercourse and waterbodies, including use of buffer zones.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The site is within close proximity to local services and amenities located at Woodhatch Local Centre which is less than 1km (approx.) There is already existing access onto the site from Dovers Green Road.</p> <p>There are a number of bus routes that pass along Dovers Green Road and Woodhatch Road, the latter is outside the 10 minute walking distance.</p> <p>Existing public rights of way (bridleway) currently runs along the northern boundary.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling should be explored.</p> <p>Existing recreational use will have to be re-provided/ relocated if the parcel is allocated for development. Existing public rights should be retained in any new development on the parcel</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel consists of playing fields/ sports facilities used by Reigate Grammar School and falls within greenfield land. There are some ancillary structures and	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>Existing residential properties should</p>

			residential dwellings fronting onto Dovers Green Road.	be incorporated into any new development in a sensitive manner.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10.To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>15</sup> . In addition, the Environment Agency's assessment <sup>16</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	No water supply issues have been identified.  No water quality issues identified. There is a small ditch and pond in the south west corner of the parcel	A buffer zone should be included around the ditch and pond in the south west corner of the parcel.  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).
12.To conserve and enhance biodiversity	There are several designated areas of biodiversity interest and conservation	0	Some tree cover/ tree belts surround the boundary of the	Existing trees and where possible hedgerows should be protected to

<sup>15</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>16</sup> As shown in the Catchment Abstraction Management Strategy (2006)

within the plan area	within the borough.		<p>parcel.</p> <p>There is a small ditch and pond in the south west corner of the parcel.</p>	<p>safeguard any biodiversity interest features and minimise visual impact of any development.</p> <p>The potential for biodiversity interest features associated with the existing pond and ditch will need to be investigated further if the site is allocated for development, and appropriate mitigation / management measures may be needed.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>No overriding heritage constraints that would otherwise prevent development on the site.</p> <p>There are two grade 2 listed buildings to the north of the parcel along Dovers Green Road. Existing tree cover screens/ shields these buildings.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill</p>	<p>Any new development should be sensitively designed to minimise the local range visual impact of development and maintain a transition to the wider countryside.</p> <p>Screen should be retained to minimise the visual impact of any new development on the grade 2 listed buildings.</p> <p>Any new development should protect field patterns and hedgerow networks.</p> <p>Any new development will need to be carefully designed to maintain a transition to the wider countryside. This suggests that in the event the site was allocated, a lower density may be appropriate.</p>



			<p>ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the south of Woodhatch is a mixed character fringe which integrates amenity grassland areas, sports pitches and utilitarian works, which effectively forms a buffer between south Reigate and the open landscape to the south.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>There are a number of bus routes that pass along Dovers Green Road and Woodhatch Road, the latter is more than 10 minutes walking distance from the parcel.</p> <p>The land parcel is within close proximity to nearby services at Woodhatch Local Centre which is less than 1km (approx.) and Reigate town centre is approx. 2.5km away.</p> <p>Access to the parcel is via Dovers Green Road</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Vehicular access / junction options would need to be explored and improvements may be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development</p> <p>Improvements may be needed to existing bus routes.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an	See objectives 18 and 19. Mitigation measures may be needed to reduce potential surface run off onto adjoining land parcel (SSW6).

			issue as the site is in the urban fringe.	
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch.	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.

**Conclusions:**

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.

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 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.

In the event this site is considered for development further work will be required in relation to:

- 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.

Any new development will need to:

- 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				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Total parcel area is 5.5 hectares</p> <p>Excluding flood zone 2, common land and heritage setting, at 20dph, the site could accommodate 67 units, at 30dph 101 units and at 40dph 135 units.</p> <p>The density of the surrounding area suggests that an appropriate density for development on this parcel would be in the region of 30dph.</p> <p>The parcel is adjacent to SSW10, and could be developed in conjunction with this.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	A bridleway currently runs along the northern boundary of the parcel. Lonesome Lane (eastern boundary of the parcel) has limited pedestrian footpaths.	<p>The existing bridleway should be retained and incorporated into the design of any future development on the site to open up access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels.</p> <p>Creation of footpaths along Lonesome Lane and Dovers Green Road would improve pedestrian access to nearby local centre (Woodhatch) and connectivity with the existing urban environment and the wider countryside.</p>
3. To reduce poverty, crime and social	Although the borough is relatively affluent, there are pockets of deprivation.	0	This is a borough wide issue and not area specific.	N/A

exclusion	It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>The total developable area will be slightly constrained by areas at flood risk.</p> <p>Earlswood Brook runs along the eastern part of the parcel. There is a ditch line from the centre of parcel running east and also 2 ponds in the centre of the parcel.</p> <p>The parcel largely falls within flood zone 1, with the exception of the eastern part which falls within flood zone 2/ 3. The eastern part is also at risk from a 1 in 200 year and 1 in 30 year surface water flooding. There is also a risk of reservoir failure along the edge of the eastern parcel.</p> <p>A small proportion of the central part of the parcel may be affected by a 1 in 200 year flood event.</p>	<p>The majority of the parcel is sequentially preferable for development.</p> <p>The main river in this parcel has statutory protection; therefore a buffer will be needed around this and also other ditch lines and ponds. Flood storage options on the land parcel may need to be improved.</p> <p>Development should be located away from those areas at risk of flooding.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff.</p> <p>Appropriate design measures will be needed to safeguard existing watercourse and waterbodies, including use of buffer zones.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The parcel adjoins the existing urban area, and is within relatively close proximity to local services, public transport links. The nearest local centre is at Woodhatch (&lt;1km approx.) Reigate town centre is approx. 2.5km.</p> <p>A number of bus routes run</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling should be</p>

			<p>along Dovers Green Road. There is already an access point from the site onto Dovers Green Road, however pedestrian footpaths are limited around the parcel.</p>	<p>explored. This could improve new footpaths.</p> <p>The existing public right of way should be retained.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	+	<p>The site is predominately made up of open land. There are also areas of woodland.</p> <p>There is a farm, residential and commercial buildings which are still in use situated in the centre of the parcel.</p>	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>There could be the possibility of linking development on this parcel with parcel SSW10.</p> <p>The existing commercial use would need to be considered in any future development of the site. This could be reprovided as part of a wider development, alternatively relocated elsewhere to prevent loss of employment land.</p> <p>Further investigation and evidence needed to establish the extant of commercial activity on site e.g.: type of businesses, number of employees, etc.</p> <p>Design of any new development will need to incorporate/ take into account the grade listed/ locally listed buildings and their settings.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	+	Environmental health records highlighted land contamination on the land parcel around the farm area, however this has been identified as being unlikely to be a major problem.	Site investigation needed to assess the extent of land contamination from farming/ commercial use where appropriate remediation undertaken.
8. To ensure air quality	There are a number of AQMAs	0	No AQMAs in proximity to this	N/A

continues to improve	designated across the borough.		parcel.	
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>17</sup> . In addition, the Environment Agency's assessment <sup>18</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	<p>No water supply issues have been identified.</p> <p>There are a number of water features/ water bodies located within and adjacent to the parcel including Earlswood Brook, 2 ponds and a ditch line.</p> <p>The main river (Earlswood Brook) requires statutory protection.</p>	<p>Further work/ investigation may be needed into water quality / impact of development on the main river.</p> <p>A buffer zone should be included around watercourse and water bodies.</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution.</p>
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>There is a dense belt of woodland along the western boundary fronting Dovers Green Road. There is also an area of woodland in the centre of the parcel and trees along the eastern edge by Earlswood Brook.</p> <p>The River Mole BOA is located on the eastern part of the land</p>	<p>Trees and where possible hedgerows should be protected.</p> <p>Further investigation work is needed in relation to the biodiversity interest features of the river corridor. Where necessary mitigation measures (e.g. buffer zones) and positive management measures should be incorporated to prevent biodiversity degradation.</p>

			parcel.	Any future development should be designed to maximise the achievement of BOA objectives.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>Approximately 0.3ha of the land parcel is common land (northern half of the western boundary along Dovers Green Road). The site is predominately open land/ woodland with some commercial, agricultural and residential use.</p> <p>The parcel is predominately flat; there is slight drop in the topography towards the eastern part of the parcel which is within flood zone 2/3.</p> <p>In the centre of the parcel is Dovers Farm, a grade 2 listed building. There are also grade 2 buildings with close proximity to the parcel along Dovers Green Road which will need to be considered in any future development on site.</p> <p>The Surrey wide Landscape Assessment classifies the area as Lowland weald, gently undulating. Predominantly</p>	<p>Existing listed buildings should be retained, and their setting protected. These features are an important asset and add to the local character and make a positive contribution to the new development.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>The role of land in this part of Reigate as a buffer between the urban area and wider countryside should be factored into the design of any future development.</p>



			<p>farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the south of Woodhatch is a mixed character fringe which integrates amenity grassland areas, sports pitches and utilitarian works, which effectively forms a buffer between south Reigate and the open landscape to the south.</p>	
14. To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>There is a bridleway running along the northern part of the boundary of the land parcel which adjoins SSW10 land parcel.</p> <p>There are a number of bus routes running near the parcel along Dovers Green Road.</p> <p>The site has frontages onto both Lonesome Lane and Dovers Green Road. However there are currently limited pedestrian footpaths along Lonsome Lane. There is a bridleway though the adjoining parcel (SSW10)</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development</p> <p>Public access improvements will need to be considered/ designed into future development particularly around Lonesome Lane where there are limited pedestrian footpaths.</p>

			There is a local centre (Woodhatch) within 1km (approx.) and Reigate TC is 2.5km(approx.)	The existing public right of way should be retained.  Further improvements may be needed to existing bus routes to ensure there is sufficient capacity to accommodate increase population in the area and reduce car reliance.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. Limited area on the Eastern part of the parcel falls within flood zone 2 and 3 and also affected by surface water flooding/ potential reservoir failure.	See objectives 18 and 19. Mitigation measures may be needed to reduce potential surface run off /flooding on this and adjoining land parcel.
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	-	Existing employment premises on the land parcel provide jobs.  New development can provide short term local employment opportunities in the construction phase.	Options would need to be explored to either retain or relocate existing commercial premises.  Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide Issue	

and decentralised generation systems				
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### Conclusions:

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.

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.

In the event that this site is considered for development, further work will be required in relation to

- 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.

Any new development will need to:

- 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 countryside and impact on nearby 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
- 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

### SSW10 Land east of Dovers Green Road, Reigate

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Total parcel area is 8.7hectares.</p> <p>Excluding the flood zone 2, common land and protected woodland, at 20dph, the site could accommodate 72 units, at 30dph 108 units and at 40dph 144 units.</p> <p>The density of the surrounding area suggests that an appropriate density for development on this parcel would be in the region of 30dph.</p> <p>The parcel is adjacent to SSW9, and could be developed in conjunction with this.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	A bridleway currently runs along the southern boundary of the parcel. Lonesome Lane (eastern boundary of the parcel) has limited pedestrian footpaths.	<p>The existing bridleway should be retained and incorporated into the design of any future development on the site to open up access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels.</p> <p>Creation of footpaths along Lonesome Lane and Dovers Green Road would improve pedestrian access to nearby local centre (Woodhatch) and connectivity with the existing urban environment and the wider countryside.</p>
3. To reduce poverty,	Although the borough is relatively	0	This is a borough wide issue and	N/A

crime and social exclusion	affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.		not area specific.	
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>The majority of the land parcel falls within flood zone 1. Earlswood Brook cuts through the south east corner of the parcel with associated flood zone 2 and 3.</p> <p>The south eastern corner of the parcel currently has existing residential properties. This part of the parcel is affected by 1 in 200 year and 1 in 40 year surface water flooding and is identified as being at risk in the event of reservoir failure.</p>	<p>The majority of the parcel is sequentially preferable for development.</p> <p>The main river in this parcel has statutory protection; therefore a buffer will be needed around this. Development should be located away from those areas at risk of flooding.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff.</p> <p>Appropriate design measures will be needed to safeguard existing watercourse, including use of buffer zones.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The parcel adjoins the existing urban area, and is within relatively close proximity to local services, public transport links. The nearest local centre is at Woodhatch (&lt;1km approx.) Reigate town centre is approx. 2.5km.</p> <p>A number of bus routes run along Dovers Green Road. There is already an access point from the site onto Dovers Green Road, however pedestrian footpaths are limited around the parcel.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development, and opportunities to promote walking and cycling should be explored. This could improve new footpaths.</p> <p>The existing public right of way should be retained.</p>

6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	<p>The majority of the site is not developed (predominately agricultural land). Located on the north west section of the parcel is a former nursing home which is locally listed, some cottages and a small new housing development.</p> <p>There are a number of existing residential units in the south eastern corner and also fronting onto Dovers Green Road.</p>	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>There could be the possibility of linking development on this parcel with parcel SSW9.</p> <p>Design of any new development will need to incorporate/ take into account the grade listed/ locally listed buildings and their settings.</p> <p>Existing properties should be incorporated into any new development in a sensitive manner.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	<p>No known contamination.</p> <p>The majority of the land parcel is grade 4 agricultural land.</p>	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site, however there may be a risk of short term noise impacts on nearby residential dwellings during any construction works.	Restrictions would be needed during any construction phase to limit noise impact on nearby residential properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate	0	No water supply issues have been identified.	Further work/ investigation may be needed into water quality / impact of development on the main river.

maintain an adequate supply of water	and Banstead falls within an area of “serious” water stress <sup>19</sup> . In addition, the Environment Agency’s assessment <sup>20</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		The main river (Earlswood Brook) requires statutory protection.	<p>A buffer zone should be included around watercourse and water bodies.</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution.</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>Areas of woodland and tree belts fall within the site including along the eastern boundary with Lonesome Lane, in the central/western part of the site and along the southern boundary.</p> <p>Trees along the northern part of the western boundary and also along the eastern boundary are protected by group TPOs.</p> <p>The south east corner of the site falls within the River Mole BOA. Consider enhancing and where possible improve existing biodiversity features including the river corridor (BOA).</p>	<p>Protected trees should be incorporated as part of any future development.</p> <p>Other trees and where possible hedgerows should be protected.</p> <p>Further investigation work is needed in relation to the biodiversity interest features of the river corridor. Where necessary mitigation measures (e.g. buffer zones) and positive management measures should be incorporated to prevent biodiversity degradation.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and	Existing listed buildings should be retained, and their setting protected. These features are an important asset and add to the local character and make a positive contribution to the new

<sup>19</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>20</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>ensuring sensitive design.</p> <p>There are 3 grade 2 listed buildings fronting onto Dovers Green Road. A further 2 buildings towards the southern part of the parcel at Dovers Farm are grade 2 listed.</p> <p>The former nursing home in the north western corner of the parcel is locally listed.</p> <p>Approximately 0.4ha of the land parcel is common land which continues through to adjoining parcel SSW9) along Dovers Green Road.</p> <p>The parcel is predominately flat; there is slight drop in the topography towards the south eastern part of the parcel which is within flood zone 2/3.</p> <p>The majority of the site is currently used for agriculture/ pasture.</p> <p>The Surrey wide Landscape Assessment classifies the area as Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much</p>	<p>development.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Any new development should protect hedgerow networks.</p> <p>The role of land in this part of Reigate as a buffer between the urban area and wider countryside should be factored into the design of any future development.</p>
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			<p>of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>Borough-wide landscape assessment suggests that to the south of Woodhatch is a mixed character fringe which integrates amenity grassland areas, sports pitches and utilitarian works, which effectively forms a buffer between south Reigate and the open landscape to the south.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>There is a bridleway running along the southern part of the boundary of the land parcel which adjoins SSW9 land parcel.</p> <p>There are a number of bus routes running near the parcel along Dovers Green Road.</p> <p>The site has frontages onto both Lonesome Lane and Dovers Green Road. However there are currently limited pedestrian footpaths along Lonesome Lane. There is a bridleway though the adjoining parcel (SSW9)</p> <p>There is a local centre (Woodhatch) less than 1km (approx.) and Reigate TC is 2.5km(approx.)</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development</p> <p>Public access improvements will need to be considered/ designed into future development particularly around Lonesome Lane where there are limited pedestrian footpaths.</p> <p>The existing public right of way should be retained.</p> <p>Further improvements may be needed to existing bus routes to ensure there is sufficient capacity to accommodate increase population in the area and</p>

				reduce car reliance.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. There is limited area on the south Eastern part of the parcel falls within flood zone 2 and 3 and also affected by surface water flooding and potential reservoir failure.	See objectives 18 and 19. Mitigation measures may be needed to reduce potential surface run off /flooding on this and adjoining land parcel.
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	The site is relatively well located, in terms of access and proximity to Reigate Town Centre.  Development on the site will support existing local businesses and services in Reigate & Woodhatch..	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue.	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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.

In the event this site is considered for development, further work will be required in relation to

- 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.

Any new development will need to:

- 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

ERM1 Land at Hillsbrow, Redhill				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding extensive woodland and heritage setting, at 20dph, the site could accommodate 113 units, at 30dph 170 units and at 40dph 216 units.</p> <p>Proximity to the town centre suggests that a medium density maybe appropriate, however densities may need to be limited given the need to minimise the visual impact of new development.</p> <p>The site could provide a significant proportion of the SUE housing requirement for Redhill, and a variety of dwelling types and sizes (subject to visual impact) including sheltered/retirement accommodation for older people..</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	++	<p>Existing homes to the west of the site are well screened by trees.</p> <p>The site currently has no public access.</p> <p>There is the opportunity for development on this site to make a positive contribution to the wider green infrastructure network across this area helping to encourage healthy lifestyle choices.</p>	Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels (ERM2&3).

			In the longer term there is potential for links from East Redhill to East Merstham via the restored Patteson Court landfill and SWT reserves at Merstham.	
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	++	No flood risk or water quality issues have been identified, making this a sequentially preferable site for development. However, given its topography/ steep gradient, surface water runoff may be an issue, and poorly designed development could increase flooding in the locality.	Any development must be designed to include mitigation measures to manage and reduce surface water runoff.  Development on the southern slopes of the parcel should be avoided, and woodland retained.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	++	The site is approximately 1km to Redhill town centre and the main transport interchange. Buses also run along A25 and Redstone Hollow.  New development may increase pressure on existing services.  The location of the parcel at the top of the hill could discourage walking and cycling leading to higher dependence on the car.	Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.  Planned/ ongoing improvements to Redhill station and the Redhill Balanced Network Scheme will increase capacity in the locality and improve transport links to the surrounding area including Gatwick Airport, Crawley, London, etc.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The majority of the site is not developed (predominately open space and woodland).  There are however a small number of residential buildings along the northern and southern parcel	Previously developed sites should be developed as a priority in accordance with the Core Strategy.  Existing properties should be incorporated into any new development in a sensitive manner.

			boundaries.	
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	-	Quarrying and landfilling activities are understood to have taken place on the parcel historically.	Ground investigation work will be required to identify the extent of previous activities on the parcel, and the level, extent and type of contamination.  Remediation may be required prior to any new development taking place.
8. To ensure air quality continues to improve	There are a number of AQMA's designated across the borough.	-	The parcel does not fall within an AQMA. However, the impact of additional traffic on Redstone Hill could impact on the adjacent AQMA.	The impact of new development on the AQMA (additional traffic generated) will need to be understood and where appropriate mitigation measures put in place.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	The site is fairly well screened from the A25 by existing tree cover, however there may be some localised noise impact from the road.	Mitigation measures will be needed to reduce impact of noise on any new development in proximity to the A25.  This should include retention of tree buffer.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>21</sup> . In addition, the Environment Agency's assessment <sup>22</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This	0	No water supply issues have been identified.  No existing water quality issues have been identified that would represent a constraint to development on the site, however new development may increase surface water runoff.	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any site pollution (land contamination).

<sup>21</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>22</sup> As shown in the Catchment Abstraction Management Strategy (2006)

	means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.			
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>The majority of the parcel's boundaries consist of dense woodland with the exception of the eastern end of the south facing slope. Part of the site has Ancient Woodland including Byes Woods and Chartfields, which will need protection.</p> <p>The parcel adjoins Holmethorpe and Bay Pond BOA.</p>	<p>Mitigation measures are needed to protect the ancient woodland: this should include buffers around the ancient woodland and ensuring appropriate positive management of the ancient woodland.</p> <p>Extensive tracts of woodland on the southern slopes should be retained and protected from development including through use of a buffer zone and positive management measures.</p> <p>Where possible, other woodland on the site should be retained to ensure a coherent GI network across the site and the wider area.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There would be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There are two Grade 2 listed buildings and a Grade 2 curtilage listed building fronting the A25. There is also a locally listed building fronting Philanthropic Road. These buildings are located along the edge of the parcel and are well screened by existing tree cover.</p> <p>The Surrey wide Landscape</p>	<p>Development on the most visible parts of the site (wooded slope and paddock in south east corner) must be avoided.</p> <p>Any new development elsewhere on the parcel should be sensitively designed to minimise the local and longer range visual impact of development. This should include consideration of building height and the possibility for use of green roofs.</p> <p>Existing listed and locally listed buildings should be retained, and their setting protected.</p>

			<p>Assessment classifies the area as Wooded Greensand Hills. Narrow undulating ridgeline, with a number of high points. Hills are a prominent feature in views of chalk ridge. Predominantly wooded, interspersed with medium size arable fields. Ribbons of woodland on ridges and upper slopes. Tree cover encloses area in parts; however, panoramic views are possible from elevated locations. Remoteness is influenced by surrounding settlement. Significant roads cross the area mostly enclosed by tree cover and steep roadside banks.</p> <p>Borough-wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics imbue it with a low sensitivity to change, although notes that views often encompass the urban edge of Redhill and its surrounding villages.</p> <p>Parcel displays many of the specific landscape characteristics of the Greensand Hills, particularly woodland ribbons along ridges and upper slopes. Landscape sensitivity is increased by the visibility of the parcel in long range views.</p> <p>The southern part of the site (wooded slope and paddock) is visible from some distance – developing these areas would harm longer range views.</p>	<p>Consider retention of a buffer zone along the eastern part of the parcel to reduce visual impact/ intrusion in the wider countryside.</p>
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14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	<p>The site is within close proximity to Redhill Town Centre and major transport interchange (approx. 1km).</p> <p>Potential to access the site via A25. Options for access via Philanthropic Road are limited.</p> <p>Several bus routes also run adjacent to the site along the A25.</p> <p>Pedestrian footpaths are only located on the northern side of the A25.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths, the adjoining urban area and any other SUE land parcels allocated for development.</p> <p>Potential to connect the development site with the Surrey cycle network should be explored.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	++	<p>The site is well placed, in terms of access and proximity to Redhill Town Centre and other Redhill employment destinations.</p> <p>Development on the site will support existing local businesses and encourage future economic growth in Redhill.</p>	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.

19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough Wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
<p><b>Conclusions:</b></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.</p> <p>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.</p> <p>Any new development should be focused on the northern part of the site: the southern wooded slope and paddock are not appropriate for development given their contribution to the wider landscape, their topography and the presence of extensive 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"> <li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li> <li>- potential land contamination and remediation measures required</li> <li>- biodiversity</li> <li>- visual and landscape impact.</li> </ul> <p>Any new development will need to:</p> <ul style="list-style-type: none"> <li>- incorporate measures to minimise surface water runoff</li> <li>- be designed sensitively, taking account of visual/landscape impact and the presence of historic buildings</li> <li>- be designed to retain and protect ancient and other woodland, including through the use of buffer zones.</li> <li>- incorporate sustainable construction and renewable energy measures</li> <li>- 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</li> <li>- 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..</li> </ul>				

ERM2 Land west of Copyhold, Redhill				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding woodland buffer around site (inc. to landfill), at 20dph, the site could accommodate 79 units, at 30dph 118 units and at 40dph 157 units.</p> <p>Proximity to the town centre suggests that a medium density may be appropriate, however densities may need to be limited given the need to minimise the visual impact of new development.</p> <p>The site could provide a significant proportion of the SUE housing requirement for Redhill, and a variety of dwelling types and sizes (subject to visual impact) including housing for older people/retirement housing.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	++	<p>Existing homes to the west of the site are well screened by trees.</p> <p>The site currently has a public right of way running along the western edge.</p> <p>There is the opportunity for development on this site to make a positive contribution to the wider green infrastructure network across this area helping to encourage healthy lifestyle choices.</p> <p>In the longer term there is potential for links from East Redhill to East Merstham via the restored Patteson</p>	<p>Retain existing public right of way.</p> <p>Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels (ERM1&amp;3).</p>

			<p>Court landfill and SWT reserves at Merstham.</p> <p>There are some air pollution issues associated with the adjacent landfill – see objective 8.</p>	
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	Explore opportunities to improve the existing footpath along the western edge of the site. This could help to minimise actual/perceived personal safety issues.
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>No FZ2 or FZ3 within land parcel; limited areas of surface water flooding. The site is a sequentially preferable location for development.</p> <p>Redhill Brook passes close to the north of the parcel. There is a ditch running along the western edge of the parcel.</p>	<p>Any development must be designed to include mitigation measures to manage surface water flooding and reduce surface water runoff, including to the ditch and Redhill Brook.</p> <p>Appropriate design measures will be needed to safeguard existing watercourse and waterbodies, including use of buffer zones.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	++	<p>The site is approximately 1km to Redhill town centre and the main transport interchange. Buses also run along A25 and Redstone Hollow.</p> <p>New development may increase pressure on existing services.</p> <p>The location of the parcel near the top of the hill could discourage walking and cycling leading to higher dependence on the car.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>Planned/ ongoing improvements to Redhill station and the Redhill Balanced Network Scheme will increase capacity in the locality and improve transport links to the surrounding area including Gatwick Airport, Crawley, London, etc..</p>
6. To make the best use of previously	There are regeneration areas identified in the CS and corporate plan.	0	The site is adjacent to the former Copyhold Works and may have	Previously developed sites should be developed as a priority in

developed land and existing buildings			<p>previously been quarried/ filled, however it is a greenfield site.</p> <p>There is a single residential property fronting the A25.</p>	<p>accordance with the Core Strategy.</p> <p>The existing property should be incorporated into any new development in a sensitive manner.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	-	<p>Quarrying and landfilling activities are understood to have taken place on the parcel historically.</p> <p>There may be issues of ground gas on the parcel.</p>	<p>Ground investigation work will be required to identify the extent of previous activities on the parcel, and the level, extent and type of contamination.</p> <p>Remediation may be required prior to any new development taking place.</p> <p>Mitigation measures may be required as part of any new development, for example gas protective membranes.</p>
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	<p>The parcel does not fall within an AQMA. However, the impact of additional traffic on Redstone Hill could impact on the adjacent AQMA. The adjacent landfill site has been linked to air quality issues, although emissions are regulated and monitored.</p>	<p>The impact of new development on the AQMA (additional traffic generated) will need to be understood and where appropriate mitigation measures put in place.</p> <p>Other mitigation measures may need to be explored to address air quality issues arising from adjacent landfill site.</p>
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	<p>The site is fairly well screened from the A25 by existing tree cover, however there may be some localised noise impact from the road.</p>	<p>Mitigation measures will be needed to reduce impact of noise on any new development in proximity to the A25.</p> <p>This should include retention of tree buffer.</p>

10.To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of “serious” water stress <sup>23</sup> . In addition, the Environment Agency’s assessment <sup>24</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	-	<p>No water supply issues have been identified.</p> <p>The ecological quality of Redhill Brook (to the north of the site) is currently poor. Existing waterways / waterbodies along the boundary of the site and Redhill Brook to the north of the site need to be protected if development proceeds on this site.</p> <p>There is potential for groundwater quality issues given the proximity of the parcel to wetland environments.</p>	<p>A buffer zone should be included around watercourse and water bodies (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses/nearby urban areas and to contain any site pollution (land contamination).</p> <p>Further work will be required to understand whether there are any groundwater quality issues.</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	-	<p>The parcel falls within the Holmethorpe Sandpits Complex (SNCI).</p> <p>The majority of the parcel falls within the Holmethorpe and Bay Pond BOA.</p> <p>Possible presence of great crested newts in the western ditch will need to be investigated.</p> <p>Parcel is bounded by areas of woodland/trees</p>	<p>Ecological survey work required to better understand contribution of parcel to SNCI and whether there is any GCN presence.</p> <p>If GCN presence is identified mitigation measures will need to be provided.</p> <p>Belts of woodland around the parcel boundaries should be retained and protected by inclusion of buffer zones, to contribute to the wider GI network (including restored landfill site and SWT reserves at Merstham)</p> <p>Buffer zones should be included</p>

<sup>23</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>24</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				<p>around watercourses and water bodies to protect water ecology.</p> <p>Any new development should be designed to contribute to the enhancement of biodiversity in line with the BOA.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining and incorporating open space and natural features and ensuring sensitive design.</p> <p>The Surrey wide Landscape Assessment classifies the area as Urban Edge. Part of the wider Greensand Valley and Wooded Greensand Hills, undulating landform has been altered by human actions, large areas of former quarry interspersed by arable and pastoral fields, views across lakes and open fields are possible and intervisibility with North Downs ridge scarp.</p> <p>The borough wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics imbue it with a low sensitivity to change, although notes that the level of sensitivity rises around managed wildlife sites and that views often encompass the urban edge of Redhill and its surrounding villages.</p> <p>The parcel is visible in panoramic views from the north, including near</p>	<p>Belts of woodland should be retained to minimise visual intrusiveness of any new development.</p> <p>Any new development on the parcel should be sensitively designed to minimise the local and longer range visual impact of development. This should include consideration of building height and the possibility for use of green roofs.</p>

			<p>Watercolour and in longer-range views.</p> <p>No heritage assets present on site, or close by.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	<p>The site is within close proximity to Redhill Town Centre and major transport interchange (approx. 1km). Vehicular access to the site likely to be via A25.</p> <p>Several bus routes also run adjacent to the site along the A25.</p> <p>Pedestrian footpath is located on the northern side of the A25.</p> <p>There is an existing cycle/footpath running along western edge of parcel.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths, the adjoining urban area and any other SUE land parcels allocated for development</p> <p>Existing footpath/cycle path connecting Redhill to the Moors must be safeguarded.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	++	The site is well placed, in terms of access and proximity to Redhill Town Centre and other Redhill employment destinations.	N/A



			Development on the site will support existing local businesses and encourage future economic growth in Redhill.	
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	
<b>Conclusions:</b> 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. 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. In the event that this site is considered for development, further work will be required in relation to: <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li><li>- potential land contamination and remediation measures required</li><li>- the existing biodiversity designation and local biodiversity interest features</li><li>- any groundwater quality issues.</li><li>- visual and landscape impact.</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- include remediation/mitigation to deal with land contamination/groundwater quality as appropriate.</li><li>- incorporate measures to minimise surface water runoff and protect watercourses/bodies through the use of buffer zones</li><li>- be designed sensitively, taking account of visual/landscape impact/adjoining listed buildings</li><li>- be designed to retain and protect woodland belts, including through the use of buffer zones.</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- 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</li><li>- incorporate appropriate buffer zones to the adjoining landfill and mitigation measures to safeguard residential amenity</li><li>- incorporate buffer zone and improvements to the Redhill Brook corridor</li><li>- 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</li></ul>				

### ERM3 Former Copyhold Works, Redhill

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding woodland and 30m buffer to the landfill, at 20dph, the site could accommodate 92 units, at 30dph 137 units and at 40dph 183 units.</p> <p>The site could provide a significant proportion of the SUE housing requirement for Redhill, and a variety of dwelling types and sizes (subject to visual impact) including housing for older people/retirement housing.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	++	<p>The site currently has no public access.</p> <p>There is the opportunity for development on this site to make a positive contribution to the wider green infrastructure network across this area helping to encourage healthy lifestyle choices.</p> <p>In the longer term there is potential for links from East Redhill to East Merstham via the restored Patteson Court landfill and SWT reserves at Merstham.</p> <p>There are some air pollution issues associated with the adjacent landfill – see objective 8.</p>	Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels (ERM1&2).
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower	0	This is a borough wide issue and not area specific.	N/A

	than the borough average. The rate of violent crime in the borough is higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	++	No FZ2 or FZ3 within land parcel; some localised areas of surface water flooding. The site is a sequentially preferable location for development.	Any development must be designed to include mitigation measures to manage and reduce surface water runoff and surface water flooding.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	++	<p>The site is approximately 1.2km from Redhill town centre and the main transport interchange. Buses also run along A25 and Redstone Hollow.</p> <p>New development may increase pressure on existing services.</p> <p>The location of the parcel at the top of the hill could discourage walking and cycling leading to higher dependence on the car.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>Planned/ ongoing improvements to Redhill station and the Redhill Balanced Network Scheme will increase capacity in the locality and improve transport links to the surrounding area including Gatwick Airport, Crawley, London, etc.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	++	<p>The site was previously used for industrial purposes and includes derelict buildings. It is possible previous underground workings were carried out.</p> <p>A number of residential properties front onto the A25 .</p>	<p>Further investigation work/ evidence needed to identify the type of historic works carried out on the site and any associated contamination.</p> <p>Existing properties should be incorporated into any new development in a sensitive manner.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	-	<p>The site was previously used as a works (Fullers Earth Works) and is likely to still be contaminated. There is also a landfill site (Patterson Court Landfill) still in use next to the site.</p> <p>There may be issues of ground gas</p>	<p>Ground investigation work will be required to identify the extent of previous activities on the parcel, and the level, extent and type of contamination.</p> <p>Remediation may be required</p>

			on the parcel.	prior to any new development taking place.  Mitigation measures may be required as part of any new development, for example gas protective membranes.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	The parcel does not fall within an AQMA. However, the impact of additional traffic on Redstone Hill could impact on the adjacent AQMA. The adjacent landfill site has been linked to air quality issues, although emissions are regulated and monitored.	The impact of new development on the AQMA (additional traffic generated) will need to be understood and where appropriate mitigation measures put in place.  Other mitigation measures may need to be explored to address air quality issues arising from adjacent landfill site.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	The site is fairly well screened from the A25 by existing tree cover, however there may be some localised noise impact from the road.  Any new development may cause short term disruption to existing residential properties.	Mitigation measures will be needed to reduce impact of noise on any new development in proximity to the A25.  This should include retention of tree buffer.  Conditions should be used to limit working hours during construction phase of any new development to reduce impact on nearby properties.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate	0	No water supply issues have been identified.	Any new development should be designed to incorporate measures such as SUDS to minimize

maintain an adequate supply of water	and Banstead falls within an area of “serious” water stress <sup>25</sup> . In addition, the Environment Agency’s assessment <sup>26</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		No existing water quality issues have been identified that would represent a constraint to development on the site.	surface run off into local water courses/nearly urban areas and to contain any site pollution (land contamination).
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>There are some fairly extensive areas of dense woodland on the western part of the land parcel and surrounding the former works building, a dense belt of woodland along the southern boundary with the A25 and other smaller wooded areas throughout the site.</p> <p>There are 2 single TPOs adjoining the SE corner of the parcel.</p> <p>The site is next to the Holmethorpe Sandpits SNCI and the northern part of the parcel falls within the Holmethorpe and Bay Pond BOA.</p>	<p>Areas of woodland in the west of the parcel and south should be retained where possible and integrated into any new development (with associated buffer zones and positive management measures). Protected trees should be retained.</p> <p>Where possible, other woodland on the site should be retained to ensure a coherent GI network across the site and the wider area.</p> <p>Any new development should be designed to contribute to the enhancement of biodiversity in line with the BOA</p>
13.To protect and enhance the natural, archaeological, historic environments	There are a number of landscape designations and historic and cultural assets in the borough.	0	The Surrey wide Landscape Assessment classifies the area as Urban Edge. Part of the wider Greensand Valley and Wooded	Belts of woodland should be retained to minimise visual intrusiveness of any new development.

<sup>25</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>26</sup> As shown in the Catchment Abstraction Management Strategy (2006)

and cultural assets			<p>Greensand Hills, undulating landform has been altered by human actions, large areas of former quarry interspersed by arable and pastoral fields, views across lakes and open fields are possible and intervisibility with North Downs ridge scarp.</p> <p>The borough wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics imbue it with a low sensitivity to change, although notes that the level of sensitivity rises around managed wildlife sites and that views often encompass the urban edge of Redhill and its surrounding villages.</p> <p>The parcel is visible in panoramic views from the north, including near Watercolour and in longer-range views. There are 2 Grade 2 listed buildings and a Grade 2 curtilage listed building opposite the land parcel on the A25.</p>	<p>Any new development on the parcel should be sensitively designed to minimise the local and longer range visual impact of development. This should include consideration of building height and the possibility for use of green roofs.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	<p>The site is within close proximity to Redhill Town Centre and major transport interchange (approx. 1.2km). Several bus routes also run adjacent to the site along the A25. There is currently no public right of way/ access onto the site however vehicular access would be from the A25.</p> <p>Pedestrian footpath is located on the</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths, the adjoining urban area and any other SUE land parcels allocated for</p>

			northern side of the A25.	development.  Potential to connect the development site with the Surrey cycle network should be explored.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	++	The site is well placed, in terms of access and proximity to Redhill Town Centre and other Redhill employment destinations. Development on the site will support existing local businesses and encourage future economic growth in Redhill.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.

**Conclusions:**

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.

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.

In the event this site is considered for development , further work will be required in relation to:

- 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

Any new development will need to:

- 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
- 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



### ERM4 Land south of Bletchingley Road, Merstham

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	Total site area is 5.9ha.  Excluding heritage setting, at 20dph, the site could accommodate 81 units, at 30dph 122 units and at 40dph 163 units.  Lower density housing development is likely to be most appropriate for the site due to its setting and proximity to the Nature Reserve.	Provide affordable housing in line with Core Strategy housing policy.  Include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	++	The land parcel is near to the Merstham priority regeneration area which will benefit in the long term from increased investment and social mix in the area.  There is a public bridleway through the centre of the parcel, along the southern edge and western and eastern boundary providing access to the wider Spynes Mere/ Holmethorpe pits areas.	Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels (ERM5).  The existing public right of way should be retained and enhanced.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	+	This is a borough wide issue and not area specific, however the Merstham Estate area is subject to regeneration proposals as it is one of the most deprived parts of the borough.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	The site is within flood zone 1 and is a sequentially preferable site for development.  However new development may impact	Further work will be needed to consider potential impacts of development on the adjoining nature reserve. Remodelling of Redhill Brook further upstream

			on the adjoining wetland environment/ditches/streams feeding into Spynes Mere.	alongside future wetland management regime could impact on flood zones including increased surface run off.  Any development must be designed to include mitigation measures to manage and reduce surface water runoff.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	The land parcel is relatively well located, approximately 1.2km from Portland Drive, which is currently being redeveloped to include a new community centre, library, retail, and shops. Buses also run along Bletchingley Road.  Redhill town centre is 4.4km (approx.).  New development may increase pressure on existing services.	Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.  The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The majority of the site is open land/ paddocks.  There are 2 residential properties and existing office accommodation and parking, which front onto Bletchingley Road.  Planning permission has been granted for new residential development in the northern part of the land parcel on the site of the existing office building.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.  Existing properties should be incorporated into any new development in a sensitive manner.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	There are no known instances of contamination, however historic evidence indicates presence of works site in the western portion of site and small sandpit in the central area.	Localised site investigation will be needed of the site to establish if there is any contamination and the extent of contamination. Remediation or mitigation measures may be required.

8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	There are no AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site.	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>27</sup> . In addition, the Environment Agency's assessment <sup>28</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	No water supply issues have been identified.  No water quality issues have been identified that would represent a constraint to development on the site, however the wetland Spynes Mere nature reserve lies to the south of the site.	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses/wetland area and to contain any site pollution (land contamination).
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	Belts of woodland surround the curtilage boundaries of the site and run north/ south through the centre of the land parcel and also along the southern boundary.  Land parcel adjoins SNCI (Holmethorpe Sandpits Complex), Spynes Mere Nature Reserve, and Holmethorpe & Bay Pond BOA  SWT are exploring options to extend	Green infrastructure should be incorporated into any future development such as retaining existing trees and hedgerows wherever possible and linking to existing public rights of way.  Appropriate measures will need to be incorporated into the design of any development to positively manage recreational pressures on SWT reserve. This could include

<sup>27</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>28</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>Nutfield Marshes area beyond the M23 in Tandridge.</p>	<p>provision of alternative on-site open space alongside any new development.</p> <p>The impact of recreational pressure on the reserve will need to be considered, along with any opportunities to promote positive management and conservation improve the quality of local public rights of way.</p>
<p>13.To protect and enhance the natural, archaeological, historic environments and cultural assets</p>	<p>There are a number of landscape designations and historic and cultural assets in the borough.</p>	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The parcel is predominately flat with a slight incline from the south to the north of the parcel. It plays some role in providing a transition between urban area and countryside.</p> <p>The Surrey wide Landscape Assessment classifies the area as Urban Edge. Part of the wider Greensand Valley and Wooded Greensand Hills, undulating landform has been altered by human actions, large areas of former quarry interspersed by arable and pastoral fields, views across lakes and open fields are possible and intervisibility with North Downs ridge scarp.</p> <p>Borough-wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics</p>	<p>Any new development elsewhere on the parcel should be sensitively designed to minimise the local range visual impact of development and maintain a transition to the wider countryside.</p> <p>Existing locally listed building should be retained, and their setting protected.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p>

			<p>imbue it with a low sensitivity to change, although notes that the level of sensitivity rises around managed wildlife sites and that views often encompass the urban edge of Redhill and its surrounding villages.</p> <p>There is a locally listed building with substantial grounds fronting onto Bletchingley Road.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The land parcel is relatively well located, approximately 1.2km from local services at Portland Drive.</p> <p>The site is adjacent to a national cycle network.</p> <p>The number 403 bus runs along Bletchingley Road .</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, any other SUE land parcels allocated for development and the nature reserve and wider Moors area.</p> <p>Public footpath should be retained and enhanced.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	<p>Borough wide issue, however existing wetland environment nearby will need to be protected.</p> <p>Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.</p>	<p>See objectives 18 and 19</p> <p>Mitigation measures will be needed to ensure that nearby wetland environment is not degraded.</p>
16.Provide for employment opportunities to meet the needs of the local	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development

economy				
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site will support local businesses and services in Merstham.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	
<b>Conclusions:</b> 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. 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. In the event that this site is considered for development, further work will be required in relation to <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li><li>- potential land contamination and remediation measures required</li><li>- impact on adjoining nature reserve, including the wetland environment and recreational pressures.</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- incorporate measures to minimise surface water runoff and ensure that the adjoining wetland areas are protected</li><li>- 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.</li><li>- be designed to retain hedgerows and reflect historic field boundaries</li><li>- protect and enhance woodland boundaries</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- 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.</li><li>- 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.</li></ul>				

## ERM5 Land at Oakley Farm & Oakley Centre

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Excluding existing properties fronting onto Bletchingley Road and buffer to motorway and woodland/ heritage setting around Oakley Centre, at 20dph, the site could accommodate 100 units, at 30dph 150 units and at 40dph 200 units.</p> <p>Densities on the site should reflect those in the adjoining urban area and allow a transition to the wider countryside/setting of listed building.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	++	<p>The land parcel is near to the Merstham priority regeneration area which will benefit in the long term from increased investment and social mix in the area.</p> <p>There is a public right of way running along the eastern edge of the parcel linking areas to the north of Merstham with Spynes Mere Nature Reserve and Redhill.</p> <p>The parcel is in relatively close proximity to the M23 and M25 motorways, so consideration will need to be given to mitigating against air and noise pollution.</p>	<p>Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels (ERM4/6).</p> <p>The existing public right of way should be retained and enhanced.</p> <p>Mitigation measures with respect to noise and air pollution are addressed at objectives 8 and 9, and include the need to design in buffer zones.</p>

3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	+	This is a borough wide issue and not area specific, however the Merstham Estate area is subject to regeneration proposals as it is one of the most deprived parts of the borough.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>The site is within flood zone 1 and is sequentially preferable site for development.</p> <p>There are 2 small ponds within the parcel, which could be incorporated into the design of any new development. The land parcel is also largely unaffected by surface water flooding.</p>	Any development must be designed to include mitigation measures to manage and reduce surface water runoff and surface water flooding.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	++	<p>The land parcel is relatively well located, approximately 1.2km from Portland Drive, which is currently being redeveloped to include a new community centre, library, retail, and shops. Buses also run along Bletchingley Road.</p> <p>Redhill town centre is 4.4km (approx.).</p> <p>New development may increase pressure on existing services.</p> <p>There is currently limited access onto the site although a public right of way runs north to south through the parcel and along the northern edge of the site.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/serve the new population arising from any new development.</p> <p>Any new development should be designed to include north-south links through the parcel linking to wider GI network.</p>
6. To make the best use	There are regeneration areas identified in	0	The site is predominately in	Previously developed sites should



of previously developed land and existing buildings	the CS and corporate plan.		agricultural use.  There are a few residential properties along Bletchingley Road frontage. To the south western part of the parcel there is a farmhouse and agricultural buildings.	be developed as a priority in accordance with the Core Strategy.  Existing properties should be incorporated into any new development in a sensitive manner.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	Environmental Health officer highlighted Oakley Farm as having potential for contamination as a result of current/ previous land use, however it is unlikely to be a major problem.  The parcel comprises Grade 4 agricultural land.	Site investigation required to establish the extent of land contamination if any from previous/ existing land use at Oakley Farm. Remediation or mitigation measures may be required.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	The site is within close proximity to the M25 AQMA.	Any new development should be designed to incorporate a 100m buffer zone to the M25 / M23 (around the on the north eastern part of the parcel) to ensure development is located away from air pollution sources.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	The site is in close proximity to the M25/M23. Noise from the motorway is noticeable on the site and existing properties adjacent to the site.	Any new development should be designed to incorporate a buffer zone to the M25 / M23 (around the on the north eastern part of the parcel) to ensure the impact of noise pollution is minimised.  Existing tree cover and hedgerows should be retained/ used to screen and act as a buffer to reduce noise from adjoining motorway. Other noise mitigation measures may also be required.
10.To reduce light	There are no significant light issues in the	0	No light pollution issues identified	N/A

pollution	borough.		that would represent a constraint to development on the site.	
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of “serious” water stress <sup>29</sup> . In addition, the Environment Agency’s assessment <sup>30</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	+	<p>No water supply issues have been identified.</p> <p>No water quality issues have been identified that would represent a constraint to development on the site.</p>	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses/wetland area and to contain any site pollution (land contamination).
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>The land parcel is close to Holmethorpe Sandpits Complex SNCI and Spynes Mere Nature Reserve. The site also adjoins the Holmethorpe and Bay Pond BOA.</p> <p>There is also dense, mature woodland/ trees on the northern part of the site.</p> <p>SWT are exploring options to extend Nutfield Marshes area beyond the M23 in Tandridge.</p>	<p>No specific biodiversity constraints identified on the site. However the existing woodland/ vegetation on the northern part of the land parcel should be retained and incorporated into any future development.</p> <p>Green infrastructure should be incorporated into any future development such as retaining existing trees and hedgerows wherever possible and linking to existing public rights of way.</p> <p>Appropriate measures will need to be incorporated into the design of any development to positively manage recreational pressures on SWT reserve. This could include</p>

<sup>29</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>30</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				provision of alternative on-site open space alongside any new development.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>Small part of the parcel in the very north-east corner close to the M23/M25 junction falls within the AONB.</p> <p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The Surrey wide Landscape Assessment classifies the area as Greensand Valley. Undulating landform between chalk ridge scarp and greensand hills, predominantly medium-large scale open arable fields but also smaller pastoral fields, settlement and quarry workings, hedgerows line field boundaries but limited in some places, northerly views to chalk ridge scarp. Tranquillity and remoteness varies due to urban influence from settlement and roads.</p> <p>Borough-wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics imbue it with a low sensitivity to change, although notes that the level of sensitivity</p>	<p>Any new development should be designed to protect the setting of the Oakley Centre including the mature Victorian gardens. This is likely to include lower density development in the vicinity.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Presence of AONB on part of site, and the need to respect setting thereof, should influence extent of development.</p> <p>Any new development should seek to maintain open views to wider landscape.</p> <p>The locally listed farm buildings and their setting will also need to be protected. These should be designed into any new development and could be used as a focal point in any new development to retain local character.</p>

			<p>rises around managed wildlife sites and that views often encompass the urban edge of Redhill and its surrounding villages.</p> <p>There is a grade 2 listed building adjoining the north west part of the parcel (Oakley Centre). Oakley Farm is a locally listed building.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The land parcel is relatively well located, approximately 1.2km from local services at Portland Drive.</p> <p>The site is adjacent to a national cycle network.</p> <p>The number 403 bus runs along Bletchingley Road.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, any other SUE land parcels allocated for development and the nature reserve and wider Moors area.</p> <p>Public footpath should be retained and enhanced.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction	Explore opportunities to use local workers in the construction of any new development

economy			phase.	
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site will support local businesses and services in Merstham.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue.	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	
<b>Conclusions:</b> 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. 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 that this site is considered for development, further work will be required in relation to <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li><li>- potential land contamination and remediation measures required</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- incorporate measures to minimise surface water runoff and surface water flooding, including a comprehensive system of SUDs.</li><li>- Incorporate buffer zones to minimise the impact of air and noise pollution, and incorporate other air/noise pollution mitigation measures if necessary</li><li>- 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.</li><li>- be designed to respect and enhance the character of Bletchingley Road.</li><li>- be designed to protect, retain, and enhance woodland, and hedgerows, and reflect historic field boundaries</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- 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.</li><li>- 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</li></ul>				

ERM6 Land north of Radstock Way, Merstham				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>Total site area is 3.3ha</p> <p>Excluding a buffer around the existing woodland, at 20dph, the site could accommodate 45 units, at 30dph 68 units and at 40dph 90 units.</p> <p>Densities on the site should reflect those in the adjoining urban area, however would need to reflect requirement for buffer zones and provision of open space.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	<p>The site is currently used for formal/ informal recreation use (dog walkers, walkers, informal play area).</p> <p>Any development would result in the loss of recreational open space in this location.</p> <p>A public right of way runs along the northern part of the parcel, linking to the north of the M25 and via ERM5 and 4 to Spynes Mere and the Moors. The adjacent Furzefield Wood has been a community engagement project.</p> <p>The parcel is in relatively close proximity to the M23 and M25 motorways, so consideration will need to be given to mitigating against air and noise pollution.</p>	<p>If development goes ahead on this parcel, re-provision (or upgrading) of existing recreational space elsewhere in the vicinity will be required to compensate. Some open space provision on site should also be provided.</p> <p>Incorporate green infrastructure links/ access routes (footpaths/ trails) within any new development to improve access and connectivity to the wider green infrastructure network, as appropriate joining up with links / routes in adjacent land parcels (ERM4/5).</p> <p>The existing public right of way should be retained and enhanced.</p>

				Mitigation measures with respect to noise and air pollution are addressed at objectives 8 and 9, and include the need to design in buffer zones.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	+	This is a borough wide issue and not area specific, however the Merstham Estate area is subject to regeneration proposals as it is one of the most deprived parts of the borough.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	+	<p>The site is within flood zone 1 and is sequentially preferable site for development.</p> <p>There is a small area at risk of surface water flooding at the northern edge of the parcel.</p>	Any development must be designed to include mitigation measures to manage and reduce surface water runoff and surface water flooding.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	++	<p>The land parcel is relatively well located, approximately 1km from Portland Drive, which is currently being redeveloped to include a new community centre, library, retail, and shops. Buses also run along Bletchingley Road (approx. 300m)</p> <p>Redhill town centre is 4.4km (approx.).</p> <p>New development may increase pressure on existing services.</p> <p>The site is predominately flat. There is already public access onto the parcel.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The existing bus service may need to be improved to accommodate/ serve the new population arising from any new development.</p> <p>Any new development should be designed to include east-west links through the parcel linking to wider GI network.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site is used as a recreational ground.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.

7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	The site is within close proximity to the M25 AQMA.	Any new development should be designed to incorporate a 100m buffer zone to the M25 (along the northern edge of the parcel) to ensure development is located away from air pollution sources.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-	The site is in close proximity to the M25. Noise from the motorway is noticeable on the site and existing properties adjacent to the site.	Any new development should be designed to incorporate a buffer zone to the M25 (along the northern edge of the parcel) to ensure the impact of noise pollution is minimised.  Existing tree cover and hedgerows should be retained/ used to screen and act as a buffer to reduce noise from adjoining motorway. Other noise mitigation measures may also be required.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>31</sup> . In addition, the Environment Agency's assessment <sup>32</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that	+	No water supply issues have been identified.  No water quality issues have been identified that would represent a constraint to development on the site.	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses/wetland area and to contain any site pollution (land contamination).

<sup>31</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>32</sup> As shown in the Catchment Abstraction Management Strategy (2006)



	the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.			
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>The parcel is bounded to the north by a wooded motorway bund (screens out some of the sound). Woodland also exists in the eastern corner of the site.</p> <p>Furzefield Ancient woodland adjoins the site to the east.</p>	<p>No specific biodiversity constraints identified on the site. However the existing woodland/ vegetation on the northern part of the land parcel should be retained and incorporated into any future development.</p> <p>Surrounding woodland should be considered and appropriate design measures incorporated into any future development, to protect and enhances the existing natural environment including the ancient woodland. This should include a buffer to the ancient woodland</p> <p>Green infrastructure should be incorporated into any future development such as retaining existing trees and hedgerows wherever possible and linking to existing public rights of way via an east – west corridor.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The Surrey wide Landscape Assessment classifies the area as</p>	<p>Any new development should be designed to protect the setting of the Oakley Centre including the mature Victorian gardens. This is likely to include lower density development in the vicinity.</p> <p>Any new development should</p>

			<p>Greensand Valley. Undulating landform between chalk ridge scarp and greensand hills, predominantly medium-large scale open arable fields but also smaller pastoral fields, settlement and quarry workings, hedgerows line field boundaries but limited in some places, northerly views to chalk ridge scarp. Tranquillity and remoteness varies due to urban influence from settlement and roads.</p> <p>Borough-wide landscape assessment suggests that across the area east of Redhill and Merstham, in general the landscape's interrupted characteristics imbue it with a low sensitivity to change, although notes that the level of sensitivity rises around managed wildlife sites and that views often encompass the urban edge of Redhill and its surrounding villages.</p> <p>There is a grade 2 listed building adjoining the eastern part of the parcel (Oakley Centre).</p> <p>The AGLV boundary lies to the north of the M25.</p>	<p>seek to maintain open views to wider landscape, and retain field patterns.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The site is approximately 300 m from the nearest bus stop/ bus route. Merstham railway station is located approx. 1.2km from the site.</p> <p>Access to the site would be via Radstock Way.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban</p>

				area, any other SUE land parcels allocated for development and the wider GI network.  Public footpath should be retained and enhanced.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	0	Borough wide issue. No specific climate change impacts identified. Land parcel is largely not affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site will support local businesses and services in Merstham.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue.	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	
<b>Conclusions:</b> 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). 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/upgrading of open space provision elsewhere in the vicinity. Some open space provision on site should also be provided.

In the event this is considered for development, further work will be required in relation to

- 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

Any new development will need to:

- 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.
- 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

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>Total parcel area is 9.4 hectares.</p> <p>Excluding flood zones (including historic flood zone which covers northern half of the parcel) and the ancient woodland which covers the majority of the site, the site could accommodate 15 units.</p> <p>Densities should reflect those in the adjoining development –a balance is to be struck between dense development in urban areas to the south and west, and spacious detached development and plots in the immediate vicinity/on the site. Development also needs to account for buffer zones to woodland.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	0	<p>The parcel comprises primarily ancient woodland, although there are no public footpaths/access through the area. Development would not result in the loss of any open space/recreation areas, but neither would it be introducing any new areas.</p> <p>Any development proposal would be subject to aerodrome safeguarding approval.</p>	Ensure that development is not higher than 15m, for purposes of aerodrome safeguarding.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is	0	This is a borough wide issue and not area specific.	N/A

	higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>A drain/ditch runs along part of the north-western boundary of the site.</p> <p>The northern half of the site falls within historic flood zone 2, although there is significant difference between the historical flood map and the modelled flood zone; the latter shows only a small area of land in the northern corner of the parcel within flood zone 2. The remainder of the site lies in flood zone 1.</p> <p>Small parts of the parcel along the northern boundary are at risk from surface water, 1 in 100 year event, and areas along Langshott and in the centre of the parcel are at risk from 1 in 1000 year event.</p>	<p>Parts of the parcel are at high risk from flooding which constrains the development potential on this site.</p> <p>Parts of the site that fall within flood zones 2 are sequentially unsuitable for development. These areas should not be developed in line with Environmental Agency (EA) recommendations.</p> <p>Development therefore should be avoided on the northern half of the site.</p> <p>Development on the southern part (FZ1) would be sequentially preferable.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff, incorporating buffer zones, SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	- currently + once NW sector developed	<p>The land parcel is relatively well located and reasonable accessible, situated approximately 1.2km from Horley town centre, via Smallfield Road. Horley rail station is within 1.5km, schools within 1km, GP within 1.8km, and employment area within 1km (also London Gatwick). Bus routes along Smallfield and Wheatfield Way are in close proximity.</p> <p>The parcel could be accessed from Langshott.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>Any new development should be designed to include east-west links through the parcel linking to wider GI network.</p> <p>Further work will need to be undertaken to explore service and</p>

			<p>Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.</p> <p>The site is predominantly flat. There is currently no public access onto the parcel.</p>	utility provision.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is classed as Grade 3/Grade 4 agricultural land, although the site is predominantly wooded. There are 6 residential buildings.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	<p>None Known.</p> <p>The parcel is generally flat, classified as agricultural land (grade 3/4).</p>	The environmental health records for the parcel show no constraints within the parcel.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick).	0	No noise issues have been identified that would represent a constraint to development on the site.	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>33</sup> . In addition, the Environment Agency's assessment <sup>34</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment	0	No water supply issues have been identified.	N/A

<sup>33</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>34</sup> As shown in the Catchment Abstraction Management Strategy (2006)

	shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.			
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>The majority of the site is designated SNCI and ancient woodland.</p> <p>There are several TPO trees on the southern boundary with adjoining residential development.</p> <p>The parcel adjoins the River Mole BOA.</p>	<p>Presence of ancient woodland across much of the parcel represents a significant constraint to development and limits the potential developable area to those parts already in residential use. This ancient woodland would need to be retained as well as designing in a buffer around it to mitigate future pressure.</p> <p>Development would need to be designed to avoid any adverse impact on protected trees, or the adjoining BOA, with buffer zones.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There are no overriding heritage constraints to development. The historic landscape classification is a regular settlement with paddocks post-1940 (previously woodland).</p> <p>The landscape character (Surrey-wide landscape assessment) is of Low Weald Farmland; lowland weald is broadly undulating. Predominantly farmland with medium –large scale arable fields and occasionally small pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are</p>	<p>Historic field patterns should be reflected in development layout, although given that only a small part of the site is developable, this measure is not necessarily applicable.</p>



			possible, but sometimes obscured by woodland.  Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	- (currently) + (once NW sector developed)	The parcel has good access to public transport – bus and train services.	Further assessment of the transport implications of any new development would be required,
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	Borough wide issue. Some of the parcel lies within flood zone 2.  Climate change is likely to increase the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.	Mitigation measures would be needed to reduce impact of flood risk/ events from increased development.  See also objectives 18 and 19.
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy	Carbon emissions in the South East are	0	Borough wide issue	

efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.			
<p><b>Conclusions:</b></p> <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"> <li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li> <li>- flood risk</li> <li>- biodiversity associated with the adjoining BOA and ancient woodland/SNCI</li> <li>- visual and landscape impact</li> </ul> <p>Any new development will need to:</p> <ul style="list-style-type: none"> <li>- be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff</li> <li>- be designed sensitively, taking account of visual/landscape impact</li> <li>- be designed to protect the nearby BOA, and ancient woodland/SNCI, including through the use of buffer zones</li> <li>- be designed to retain trees, hedgerows and reflect historic field boundaries, where appropriate</li> <li>- incorporate sustainable construction and renewable energy measures</li> <li>- 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</li> <li>- 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</li> </ul>				

## EH2 – Land at Brook Wood, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>Total parcel area is 35.8 hectares.</p> <p>The entire site is covered by flood zones 2 and 3 – flood zone 3 covers the eastern half of the site and the remainder of the site is covered by flood zone 2.</p> <p>For development to take place, the flood zone cannot be excluded. However, excluding flood zone 3 areas, and the woodland which covers the majority of the site, the site could accommodate 15 units.</p> <p>Densities should reflect those in the adjoining areas, which is greatly constricted by constraints on the site. Development also needs to account for buffer zones to woodland.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	<p>The eastern part of the parcel represents a 'missing link' in the riverside green chain (RGC). Development could provide the opportunity to make this part of the RGC accessible to the benefit of existing/new residents.</p> <p>Any development proposal would be subject to aerodrome safeguarding approval.</p>	<p>The eastern parts of this parcel should not be developed, and if possible, accessibility to the RGC should be improved.</p> <p>Ensure that development is not higher than 15m, for purposes of aerodrome safeguarding.</p>
3. To reduce poverty, crime and social	Although the borough is relatively affluent, there are pockets of deprivation.	0	This is a borough wide issue and not area specific.	N/A

exclusion	It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The Burstow stream runs along the majority of the eastern boundary of the parcel.</p> <p>Various ditches run across the parcel.</p> <p>Some areas in the west of the parcel fall within flood zone 1. The majority of the parcel, particularly to the east, is in flood zone 2. There is a large extent of flood zone 3 extending outwards in the eastern most areas from the Burstow Stream. However, the historic flood zone shows that the entire site is covered by flood zones 2 and 3 – flood zone 3 covers the eastern half of the site and the remainder of the site is covered by flood zone 2.</p> <p>Surface water flood – large areas of land are at risk from 1 in 1000 year event, corresponding with land in flood zone 2. Smaller channels of land are at risk from 1 in 1000 years and in some parts 1 in 100 years in the west of the parcel.</p>	<p>Parts of the parcel are at high risk from flooding which constrains the development potential on this site.</p> <p>Parts of the site that fall within flood zones 2 and 3 are sequentially unsuitable for development. These areas should not be developed in line with Environmental Agency (EA) recommendations.</p> <p>Development therefore should be avoided on the site.</p> <p>Further work would be required to explore appropriate design measures to safeguard/improve ecological quality of Burstow Stream.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff, and in particular to safeguard water quality in the Burstow Stream. This includes incorporating buffer zones, SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	- currently + once NW sector developed	The land parcel is in a reasonably accessible location, although parts of the parcel are also more remote from existing services than others. Proximity to Smallfield Road and existing residential development	Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.

			<p>means that there are unlikely to be servicing/utilities issues. The site is situated approximately 1.5km from Horley town centre, via Smallfield Road/Victoria Road. Horley rail station is within 1.5km, schools within 1.5km, GP within 2km, and employment area within 1.5km (also London Gatwick). There are several bus routes along Balcombe Road and Victoria Road.</p> <p>Parcel could be accessed from Smallfield Road, although access may need to be created through the existing development frontage.</p> <p>Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.</p> <p>The site is predominantly flat. There is a public footpath which runs across the south west part of the site, and along the south east boundary.</p>	<p>Any new development should be designed to include north-south links through the parcel linking to wider GI network.</p> <p>Due to separation from urban area, further work will need to be undertaken to explore service and utility provision.</p> <p>There is the opportunity to complete the riverside green chain around east of Horley. Any development on the parcel would need to retain and further enhance existing footpaths to improve access and link up the riverside green chain with the surrounding area.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is classed as Grade 4 agricultural land, although the site is predominantly wooded. There are around 7 residential buildings.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	<p>None Known.</p> <p>The parcel is generally flat, classified as agricultural land (grade 4).</p>	The environmental health records for the parcel show no constraints within the parcel.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	<p>No AQMAs in proximity to this parcel.</p> <p>Proximity to adjoining sewage treatment works may give rise to</p>	N/A

			localised/intermittent issues of smells.	
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick).	0	No noise issues have been identified that would represent a constraint to development on the site.	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>35</sup> . In addition, the Environment Agency's assessment <sup>36</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.	A buffer zone should be included around the watercourse.  Further work needed to explore and incorporate appropriate and necessary design measures within any development on site to safeguard and where possible improve the existing ecological quality of the Burstow Stream which is currently of poor quality.
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	The eastern part of the site is designated SNCI and ancient woodland.  Dense woodland covers most of the rest of the site including interspersed in and around sporadic residential development along Langshott.  There are several TPO trees on the southern boundary with adjoining residential development.	Presence of ancient woodland and woodland across most of the parcel represents a significant constraint to development and limits the potential developable area to those parts already in residential use. The woodland, particularly ancient woodland, would need to be retained as well as designing in a buffer around it to mitigate future pressure.  Further work and investigation is

<sup>35</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>36</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>The majority of the parcel is within the River Mole (R05) BOA.</p>	<p>needed to establish and understand the biodiversity associated with the Burstow Stream surrounding the parcel. Any development on site would need to incorporate necessary mitigation measures such as buffer zones to ensure biodiversity associated with the Burstow Stream can continue to be protected.</p> <p>Consider opportunities for joining and linking the riverside green chain to improve connectivity and access, whilst also enhancing and protecting an extensive biodiversity and wildlife corridor.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
<p>13.To protect and enhance the natural, archaeological, historic environments and cultural assets</p>	<p>There are a number of landscape designations and historic and cultural assets in the borough.</p>	0	<p>There are no overriding heritage constraints to development. The historic landscape classification is a regular settlement with paddocks post-1940 (previously woodland), and Alder Carr (wet woods next to rivers and wetlands), along with assorted pre-1811 woodland.</p> <p>The landscape character (Surrey-wide landscape assessment) is of Low Weald Farmland; lowland weald is broadly undulating. Predominantly farmland with medium –large scale arable fields and occasionally small pastoral fields. Well-developed</p>	<p>Historic field patterns should be reflected in development layout, although given that only a small part of the site is developable, this measure is not necessarily applicable.</p> <p>A buffer (Burstow Stream and flood plain) should be retained to maintain a distinct transition between the urban and the Green Belt.</p>

			<p>hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, but sometimes obscured by woodland.</p> <p>Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	- (currently) + (once NW sector developed)	The parcel has reasonable access to public transport – bus and train services, although areas of the parcel, particularly in the northern parts, are more separated from the urban area. There are public footpaths across the south west of the parcel, and along the southern boundary.	Further assessment of the transport implications of any new development would be required
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. The parcel lies wholly within flood zone 2, and a substantial part in the eastern side is in Flood Zone 3.</p> <p>Climate change is likely to increase the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development.</p> <p>See also objectives 18 and 19.</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p>
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development



17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley.	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	
<b>Conclusions:</b> 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.  in the event this site is considered for development, further work will be required in relation to <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li><li>- flood risk</li><li>- biodiversity associated with the Burstow Stream, ancient woodland/SNCI, and the River Mole (R05) BOA</li><li>- visual and landscape impact</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff</li><li>- be designed sensitively, taking account of visual/landscape impact</li><li>- be designed to protect the Burstow Stream, ancient woodland/SNCI, and River Mole (R05) BOA, including through the use of buffer zones</li><li>- be designed to retain trees, hedgerows and reflect historic field boundaries, where appropriate</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- 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</li><li>- 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</li></ul>				

### EH3 – Land north of Smallfield Road, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>Total parcel area is 12.5 hectares.</p> <p>The entire site is covered by flood zones 2 and 3 – flood zone 3 covers the northern part of the site and the remainder of the site is covered by flood zone 2.</p> <p>For development to take place, the flood zone cannot be excluded. However, excluding flood zone 3 areas, and the woodland which covers some parts of the site to the west and north, the site could accommodate 40 units.</p> <p>Densities should reflect those in the adjoining areas, which is greatly constricted by constraints on the site. Development also needs to account for buffer zones to woodland and the Burstow Stream.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	0	<p>The parcel comprises residential development, woodland, and fields. There is a public footpath which runs along Burstow Stream on the southern edge, on the northern boundary of the parcel, a bridleway running east to west across the back of residential plots, and a footpath which crosses diagonally within the north east part of the parcel. Development would not result in the</p>	<p>Ensure that development is not higher than 15m, for purposes of aerodrome safeguarding.</p> <p>Relocate overhead power lines and associated infrastructure (including pylons), as part of any redevelopment of the parcel.</p>

			<p>loss of any open space/recreation areas, but neither would it be introducing any new areas.</p> <p>Any development proposal would be subject to aerodrome safeguarding approval.</p> <p>Overhead power lines and infrastructure (including pylons) run north-south through the centre of the parcel and would require relocation.</p>	
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The Burstow stream runs along the north west boundary of the parcel.</p> <p>There are a small number of ditches in the east of the parcel.</p> <p>Some areas in the south of the parcel fall within flood zone 1. The majority of the parcel is in flood zone 2. The north east part of the parcel is affected by flood zone 3. However, the historic flood zone shows that the entire site is covered by flood zones 2 and 3 – flood zone 3 covers the northern part of the site, and the remainder of the site is covered by flood zone 2.</p> <p>Surface water flood – eastern half of the parcel largely affected by 1 in 1000 year event. Small areas in the</p>	<p>Parts of the parcel are at high risk from flooding which constrains the development potential on this site.</p> <p>Parts of the site that fall within flood zones 2 and 3 are sequentially unsuitable for development. These areas should not be developed in line with Environmental Agency (EA) recommendations.</p> <p>Development therefore should be avoided on the site.</p> <p>Further work would be required to explore appropriate design measures to safeguard/improve ecological quality of Burstow Stream.</p>

			north east corner affected by 1 in 100 year event corresponding to land in flood zone 3.	Any development must be designed to include mitigation measures to manage and reduce surface water runoff, and in particular to safeguard water quality in the Burstow Stream. This includes incorporating buffer zones, SUDS, etc.
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	- currently + once NW sector developed	<p>The land parcel is in a reasonably accessible location, although less so than some other Horley parcels. Parts of the parcel are also more remote from existing services than others. Proximity to Smallfield Road and existing residential development means that there are unlikely to be servicing/utilities issues. The site is situated approximately 1.2km from Horley town centre, via Smallfield Road/Victoria Road. Horley rail station is within 1.5km, schools within 1km, GP within 1.8km, and employment area within 1km (also London Gatwick). Bus routes along Smallfield and Wheatfield Way are in close proximity.</p> <p>Parcel could be accessed from Langshott.</p> <p>Significant residual capacity in local water supply infrastructure before strategic reinforcements would be required.</p> <p>The site is predominantly flat. There is a public footpath which runs along</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options</p> <p>Any new development should be designed to include north-south links through the parcel linking to wider GI network.</p> <p>Due to separation from urban area, further work will need to be undertaken to explore service and utility provision.</p>

			Burstow Stream on the southern edge, on the northern boundary of the parcel, a bridleway running east to west across the back of residential plots, and a footpath which crosses diagonally within the north east part of the parcel.	
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is classed as Grade 4 agricultural land, although the site is partially built up with residential development.	Previously developed sites should be developed as a priority in accordance with the Core Strategy.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	None Known.  The parcel is generally flat, and classified as agricultural land (grade 4).	The environmental health records for the parcel show no constraints within the parcel.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.  Proximity to adjoining sewage treatment works may give rise to localised/intermittent issues of smells.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick).	0	No noise issues have been identified that would represent a constraint to development on the site.	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>37</sup> . In addition, the Environment Agency's assessment <sup>38</sup> of water availability and the impacts of existing abstraction on the	0	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.	A buffer zone should be included around the watercourse.  Further work needed to explore and incorporate appropriate and necessary design measures within any development on site to safeguard and where possible

<sup>37</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>38</sup> As shown in the Catchment Abstraction Management Strategy (2006)

	<p>aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.</p>			<p>improve the existing ecological quality of the Burstow Stream which is currently of poor quality.</p>
<p>12.To conserve and enhance biodiversity within the plan area</p>	<p>There are several designated areas of biodiversity interest and conservation within the borough.</p>	+	<p>Areas of dense woodland, primarily in the western part of the parcel.</p> <p>The majority of the parcel is within the River Mole (R05) BOA.</p>	<p>It would be important to safeguard woodland coverage as far as possible (also important in terms of landscape contribution).</p> <p>Further work and investigation is needed to establish and understand the biodiversity associated with the Burstow Stream surrounding the parcel. Any development on site would need to incorporate necessary mitigation measures such as buffer zones to ensure biodiversity associated with the Burstow Stream can continue to be protected.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
<p>13.To protect and enhance the natural, archaeological, historic environments and cultural assets</p>	<p>There are a number of landscape designations and historic and cultural assets in the borough.</p>	0	<p>There are no overriding heritage constraints to development. The historic landscape classification is valley floor fields and pastures, and a common edge/roadside waste settlement (post 1811 and pre-a1940 extent).</p> <p>The landscape character (Surrey wide landscape assessment) is of Low</p>	<p>The parcel has areas dispersed woodland and a small number of clearly defined pastoral fields, consistent with the defined landscape character. These features should be retained, enhanced and integrated into development layout.</p> <p>A buffer (Burstow Stream and</p>

			<p>Weald Farmland; lowland weald is broadly undulating. Predominantly farmland with medium –large scale arable fields and occasionally small pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, but sometimes obscured by woodland.</p> <p>Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	flood plain) should be retained to maintain a distinct transition between the urban and the Green Belt.
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	- (currently) + (once NW sector developed)	<p>The parcel has reasonable access to public transport – both bus and train services, although less so than some other Horley parcels.</p> <p>There is a public footpath which runs along Burstow Stream on the southern edge, on the northern boundary of the parcel, a bridleway running east to west across the back of residential plots, and a footpath which crosses diagonally within the north east part of the parcel.</p> <p>In addition any transport improvements associated with the North West Sector are likely to benefit this parcel as well.</p>	Further assessment of the transport implications of any new development would be required.
15.To ensure that the District adapts to the	There are issues around urban heat island effect in urban areas and	-	Borough wide issue. The parcel lies wholly within flood zone 2, and	Mitigation measures would be needed to reduce impact of flood

impacts of the changing climate	increased storm occurrence across the borough (flooding covered in objective 4).		partially in flood zone 3 (northern area).  Climate change is likely to increase the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.	risk/ events from increased development.  See also objectives 18 and 19.  Environment Agency are undertaking further work in relation to the Burstow Stream.
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development.
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley.	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	



**Conclusions:**

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. In the event this site is considered for development, further work will be required in relation to

- 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

Any new development will need to:

- 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

# **NWH1 – Land at Meath Green Lane, Horley**

<b>SA objective</b>	<b>Summary of issues (scoping)</b>	<b>Appraisal score</b>	<b>Appraisal comments</b>	<b>Mitigation / recommendations</b>
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>Total parcel area is 11.1 hectares.</p> <p>Excluding flood zones (including historic flood zone) and heritage setting, at 20dph, the site could accommodate 59 units, at 30dph 89 units and at 40dph 119 units.</p> <p>Development of the parcel could potentially provide an extension to the proposed NW sector development, and densities should reflect those in the adjoining development.</p>	<p>Development of this parcel would only be appropriate alongside the wider North West Sector development.</p> <p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	Northern part of the parcel represents 'missing link' in the riverside green chain (RGC). Development could provide the opportunity to complete this link to the benefit of existing/new residents.	The northern parts of this parcel should not be developed, and if possible should be incorporated into the RGC to link up from east to west and increase the size of the riverside green chain.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The Burstow Stream (main river) forms the northern boundary of the parcel.</p> <p>Approx. 1/3 of the parcel falls within flood zones 2 and 3 located along the northern part of the parcel which adjoins the Burstow Stream. A small proportion of the parcel around Meath</p>	<p>Parts of the parcel are at high risk from flooding which constrains the development potential on this parcel.</p> <p>Parts of the site that fall within flood zones 2 and 3 are sequentially unsuitable for development. These areas should</p>

			<p>Green Lane is within flood zone 2. The southern part of the parcel lies within flood zone 1.</p> <p>The north west edge of the parcel is at risk in the event of reservoir failure.</p> <p>The southern part of the parcel lies within flood zone 1.</p> <p>There is significant difference between the historical flood map and the modelled flood zone.</p>	<p>not be developed in line with Environmental Agency (EA) recommendations.</p> <p>Development therefore should be avoided on the far northern part and south eastern corner of the parcel which fall within flood zones 2 and 3.</p> <p>Development on the southern part (FZ1) would be sequentially preferable.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff, and in particular to safeguard water quality in the Burstow Stream. This includes incorporating buffer zones, SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	- currently + once NW sector developed	<p>The parcel is fairly isolated from nearby urban area (Horley) at the moment however would adjoin the Horley North West sector (which will have its own neighbourhood centre).</p> <p>Horley town centre and some local amenities and services are approx. 3.5km from the parcel. The nearest local centre is on Brighton Road and is approx. 2km and Horley train station is around 4km from the parcel.</p> <p>There are a number of public footpaths which run along part of the southern boundary and along the western boundary of the parcel.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options.</p> <p>The parcel is currently accessed via Meath Green Lane. New access routes, link roads, public transport infrastructure would need to be put in place as part of the NW sector development. Any new transport infrastructure would need to take into account the phasing of development on the parcel in conjunction with or alongside the NW sector</p>

				<p>development to ensure there is adequate transport infrastructure provision in place to support the extensive growth within the area.</p> <p>There is the opportunity to complete the riverside green chain around the north west of Horley. Any development on the parcel would need to retain and further enhance existing footpaths to improve access and link up the riverside green chain with the surrounding area.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is predominantly used for agriculture and grazing. There are a few residential and agricultural buildings which includes listed buildings in the east of the parcel.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy.</p> <p>Existing properties included listed buildings should be incorporated into any new development in a sensitive manner.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	<p>None Known. There is oil pipeline running east to west through the land parcel, which is being rerouted as part of the North West Sector development.</p> <p>The parcel is generally flat, agricultural land (grade 4)</p>	<p>The environmental health records for the parcel show no constraints within the parcel.</p> <p>Development would need to be designed to take account of the presence of the oil pipeline.</p>
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No noise issues have been identified that would represent a constraint to development on the site.	<p>N/A</p> <p>Any development on the parcel would be subject to aerodrome safeguarding approval</p>
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to	N/A

			development on the site.	
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of “serious” water stress <sup>39</sup> . In addition, the Environment Agency’s assessment <sup>40</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	<p>No water supply issues have been identified.</p> <p>The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.</p>	<p>A buffer zone should be included around the watercourse.</p> <p>Further work needed to explore and incorporate appropriate and necessary design measures within any development on site to safeguard and where possible improve the existing ecological quality of the Burstow Stream which is currently of poor quality.</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>To the east of the parcel is Bolters Wood which is a designated SNCI and ancient woodland.</p> <p>The northern part of the parcel is within the River Mole BOA.</p> <p>The site is currently between 2 sections of the riverside green chain. Existing tree line provides well defined field and property boundaries around the parcel and there are additional trees running along the Burstow Stream.</p>	<p>No specific biodiversity constraints identified. However further work and investigation is needed to establish and understand the biodiversity associated with the Burstow Stream surrounding the parcel. Any development on site would need to incorporate necessary mitigation measures such as buffer zones to ensure biodiversity associated with the Burstow Stream can continue to be protected.</p> <p>Consider opportunities for joining and linking the riverside green chain to improve connectivity and access, whilst also enhancing and</p>

<sup>39</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>40</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				<p>protecting an extensive biodiversity and wildlife corridor.</p> <p>Great Crested Newts have been identified at a pond system within the NW Sector development and a mitigation area has been provided, however this parcel is some distance from this area.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There is one grade 2 listed building and curtilage building to the east of the parcel. These are partially screened by existing tree cover but they are visible between the buildings and other parts of the parcel.</p> <p>The northern part of the site has high archaeological potential located between Meath Green Lane and Burstow Stream.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area</p>	<p>No overriding heritage constraints to development subject to the protection of the listed buildings and sensitive design of any new development to protect and where possible enhance their setting and local character.</p> <p>Archaeological investigation may be required.</p> <p>Existing tree cover around the buildings should be retained, and any well-developed hedgerow patterns.</p> <p>Historic field patterns should be reflected/ incorporated into the design of any new development on the land parcel.</p> <p>Any new development should conserve key landscape characteristics, such as rural lanes and be mindful of impact on potential long-range views.</p>

			<p>is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>The Borough wide Landscape Character assessment suggests that land on the north west fringe area of Horley includes, flatter, visually monotonous landscape of farmland and is of medium to low landscape sensitivity.</p>	A buffer (Burstow Stream and flood plain) should be retained to maintain a distinct transition between the urban and the Greenbelt.
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	- (currently) + (once NW sector developed)	<p>The parcel is fairly isolated from the existing urban area to the south of the parcel. There are a number of public footpaths along the southern and western boundaries of the parcel.</p> <p>Transport improvements associated with the North West Sector are likely to benefit this parcel.</p>	Further assessment of the transport implications of any new development would be required, taking into account the NW sector proposals.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Some of the parcel lies within flood zone 2 and 3.</p> <p>Climate change is likely to increase the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development.</p> <p>See also objectives 18 and 19</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p>
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development

17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	
<b>Conclusions:</b> 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. 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. In the event this site is considered for development, further work will be required in relation to <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options),</li><li>- flood risk</li><li>- biodiversity associated with the Burstow stream</li><li>- visual and landscape impact</li><li>- archaeological potential</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- be designed to avoid areas at risk of flooding and to incorporate measures to minimise flood risk and surface water runoff</li><li>- be designed sensitively, taking account of visual/landscape impact</li><li>- be designed to protect the Burstow Stream and the nearby SNCI, including through the use of buffer zones</li><li>- be designed to retain trees, hedgerows and reflect historic field boundaries, and protect the setting of listed buildings</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- 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</li><li>- have appropriate archaeological survey and measures to protect/record interest features as required</li><li>- be phased appropriately taking into account the North West Sector development.</li><li>- 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</li></ul>				



NWH2 – Land at Bonehurst Road, Horley				
SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	Total parcel area is 4.5 hectares.  Excluding flood zones and historic flood event, at 20dph, the site could accommodate 26 units, at 30dph 39 units and at 40dph 52 units.  Densities on the site should reflect those in the adjoining urban area: the parcel could probably accommodate a medium density development.	Provide affordable housing in line with Core Strategy housing policy.  Include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	Northern part of the parcel represents 'missing link' in the riverside green chain (RGC). Development could provide the opportunity to complete this link to the benefit of existing/new residents.	The northern parts of this parcel should not be developed, and if possible should be incorporated into the RGC to link up from east to west and increase the size of the riverside green chain.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	The Burstow Stream (main river) runs just north of the land parcel. Along the southern boundary there is a ditch line running east to west.  The majority (northern and eastern part) of the site lies within the historic flood zone 2; a smaller area to the north and east is in the modelled flood	Parts of the parcel are at high risk from flooding which constrains the development potential on this parcel.  Areas within Flood Zone 2 and 3 are not sequentially preferable for development. This part of the parcel could be used to provide flood retention benefiting the

			<p>zone 2.</p> <p>A small area in the north of the parcel is in flood zone 3 which is in close proximity to Burstow Stream (main river). The remainder of the parcel is in flood zone 1.</p> <p>The north west and south parts of the parcel are likely to be at risk from 1 in 200 year and 1 in 30 year surface water flood events.</p>	<p>wider area.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff, and in particular to safeguard water quality in the Burstow Stream and to protect the existing southern ditch line. This includes incorporating buffer zones, SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The parcel is approximately 1.5km from Horley town centre and less than 2km (approx.) from Horley railway station and local services and amenities including GP and secondary school.</p> <p>There are a number of bus routes running along Bonehurst road adjoining the eastern boundary of the parcel.</p> <p>There is a public footpath running east to west across the parcel.</p>	<p>The parcel is in an accessible location and it is likely that it can be connected to utilities and services.</p> <p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options. This should also consider access options onto the Bonehurst Road, including road and junction layout.</p> <p>Any development on the parcel will need careful consideration around access onto the site via Bonehurst Road including road and junction layout.</p> <p>Existing public footpath should be retained. Access onto the riverside green chain along the northern boundary of the parcel could be opened up and enhanced to increase the size of</p>

				the riverside green chain around the north of Horley.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site has not been developed and is predominately used as open fields and meadow.	Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	There may be some land contamination from the adjoining petrol station on the southern boundary of the parcel.	Localised site investigation would be required to establish if there is any contamination from the adjoining petrol station. This is unlikely to be a major problem, subject to remediation where appropriate.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel. There may be some localised air pollution from adjoining A23.	Air pollution from adjoining A23 is unlikely to be a problem and can be mitigated against through design measures.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	There may be some noise pollution from adjoining A23	Noise pollution from adjoining A23 is unlikely to be a problem and can be mitigated against including creating buffer zones around the eastern boundary and retaining existing vegetation and tree cover.
10. To reduce light pollution	There are no significant light issues in the borough.	0	No light pollution issues identified that would represent a constraint to development on the site.	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>41</sup> . In addition, the Environment Agency's assessment <sup>42</sup> of water availability and the impacts of	0	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.	A buffer zone should be included around the watercourse.  Further work needed to explore and incorporate appropriate and necessary design measures within any development on site to

<sup>41</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>42</sup> As shown in the Catchment Abstraction Management Strategy (2006)

	existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.			safeguard and where possible improve the existing ecological quality of the Burstow Stream which is currently of poor quality.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>The River Mole BOA (biodiversity opportunity area) is located within the northern part of the parcel.</p> <p>There are tree belts surrounding the parcel boundary and a number of TPOs within the site.</p>	<p>No specific biodiversity constraints identified.</p> <p>Further work and investigation is needed around the biodiversity features, etc. associated with the Burstow Stream along the northern boundary of the parcel.</p> <p>Consider joining and linking the riverside green chain which currently surround the parcel to improve connectivity and access, whilst also enhancing and protecting an extensive biodiversity and wildlife corridor.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There is a grade 2 listed building (Cambridge Hotel) to the north of the parcel. The parcel pays little or no role in the setting of these buildings.</p>	<p>No overriding heritage constraints to development on the parcel. Any new development should be sensitively designed to minimise the local range visual impact of development.</p> <p>Existing tree belts along the parcel boundaries should be retained to screen any future development.</p>

			<p>To the east of the parcel on the opposite site of Bonehurst Road there are a number of locally listed buildings. These are well screened from the parcel by the tree belts around the parcel boundary and are not visible from the parcel.</p> <p>There is an area of high archaeological potential adjoining the land parcel on the opposite side of Bonehurst Road.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, gently undulating. Predominantly farmland with medium-large scale arable fields and well-developed hedgerow networks. Historic landscape pattern. The area is also characterised by winding streams and drains/mill ponds. Rural lanes cross much of the area. Long distance, fairly uncontained views possible, including of greensand hills and chalk ridges.</p> <p>The Borough wide Landscape Character assessment suggests that land on the north west fringe area of Horley includes flatter, visually monotonous landscape of farmland and is of medium to low landscape sensitivity.</p>	Any new development to conserve key landscape characteristics such as well-developed hedgerow patterns, rural lanes and be mindful of impact on potential long-range views.
14. To reduce the need to travel, encourage sustainable transport options and make the best use of existing	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	The parcel adjoins the A23 and existing bus routes. Horley train station is within 2km (approx.) from the parcel.	<p>Vehicular access onto the site is currently limited.</p> <p>Further work will need to be undertaken to understand</p>

transport infrastructure			<p>There is a public footpath running across the parcel east to west.</p> <p>Access options include via Bonehurst Road (A23) or via existing residential roads to the south.</p>	<p>transport implications, including access options onto the Bonehurst Road, including road and junction layout.</p> <p>The existing public footpath should be retained and enhanced by incorporating it into the design of any future development to improve access onto the surrounding riverside green chain along the northern part of the parcel boundary.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Some of the parcel lies within flood zone 2 and 3.</p> <p>Climate change is likely to increase the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development.</p> <p>See also objectives 18 and 19</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p>
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the	Carbon emissions in the South East are high. Surrey Climate Change partnership	0	Borough wide issue	

production of energy from low carbon technologies, renewable sources and decentralised generation systems	has the ambition for the county to become one of the lowest carbon areas in the UK.			
<p><b>Conclusions:</b></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"> <li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options)</li> <li>- flood risk</li> <li>- biodiversity associated with the Burstow stream</li> <li>- visual and landscape impact</li> <li>- relocation of overhead cables</li> </ul> <p>Any new development will need to:</p> <ul style="list-style-type: none"> <li>- 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</li> <li>- be designed sensitively, taking account of visual/landscape impact</li> <li>- be designed to protect the Burstow Stream and ditch line, including through the use of buffer zones</li> <li>- be designed to retain/enhance boundary trees/visual buffer.</li> <li>- incorporate sustainable construction and renewable energy measures</li> <li>- 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</li> <li>- 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</li> </ul>				

# SEH1 Land at Fishers Farm and Bayhorne Farm, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>The total parcel area is 15.4 hectares.</p> <p>Excluding flood zone 2 and historic flood areas, at 20dph, the site could accommodate 107 units, at 30dph 160 units and at 40dph 214 units</p> <p>Densities on the site should reflect those in the adjoining urban area: the parcel could probably accommodate a medium density development.</p>	<p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	<p>The southern part of the parcel is allocated for public open space in the BLP (borough local plan).</p> <p>There is a footpath (Sussex Border Path) running along the southern boundary of the parcel.</p>	<p>Incorporate open space/ footpaths into any new development on site to increase provision of open space in the area.</p> <p>Retain and enhance public footpaths.</p>
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The parcel has predominately flat terrain.</p> <p>The Northern and eastern parts of the parcel fall within flood zone 2 (historic flood zone). The rest of the parcel falls within flood zone 1.</p> <p>North western and central parts of the parcel are likely to be affected by 1 in</p>	<p>Development should be directed to those parts of the parcel that are not at risk of flooding.</p> <p>Improvements to drainage on the parcel needed if the site is allocated for housing may reduce flood risk in the wider area.</p> <p>Any development must be</p>



			<p>200 year and 1 in 30 year surface water flood events.</p> <p>Part of the south eastern parcel could potentially be at risk from flooding in the event of reservoir failure.</p>	<p>designed to include mitigation measures to manage and reduce surface water runoff. This includes ditch retention, incorporating buffer zones, SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The parcel is within 1.2km from the town centre and less than 1km from Horley railway station. The M23 and Gatwick Airport are also within close proximity connecting the parcel with the wider area.</p> <p>Existing infrastructure and services including GP, schools, employment area are all within 1.5km from the land parcel</p> <p>There are several bus routes along Balcombe Road and Victoria Road which are within 1.2km of the parcel connecting the site with Horley town centre.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options</p> <p>Existing access onto the parcel is limited and would need to be improved to accommodate any development of a reasonable scale. Existing public footpath should be retained.</p> <p>Existing public transport infrastructure may need improving to accommodate increase in development and help reduce car dependency.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	<p>The majority of the land parcel is greenfield land used for agriculture and open fields. There are some agricultural buildings and ancillary structures at Bayhorne Farm.</p>	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p> <p>There is currently very little development on the site, with the exception of the agricultural buildings in the north west part of the parcel. These should be retained and incorporated into the design of any new development on site to enhance and protect the</p>

				local character.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The majority of the land parcel is grade 4 agricultural land.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-/-	Land parcel falls within Horley AQMA – likely to be air quality issues; however no concerns raised by Environmental Health officer	Continue monitoring AQMA to ensure there is no further deterioration in the air quality and continue remediation works to improve air quality on the parcel.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-	The parcel is within close proximity to the M23 and adjacent to the railway line. It is likely to be subject to noise from the M23 spur. The parcel is also affected by aircraft noise given its close proximity to Gatwick Airport, even though it falls outside the 57db noise contour.	Any new development on the site will need to consider and incorporate appropriate design measures including noise proofing to mitigate against noise levels.  Consideration should be given to whether development should be focused away from the southern part of the land parcel as a result of noise levels.
10.To reduce light pollution	There are no significant light issues in the borough.	0	May be light issues on the parcel given the parcel's close proximity to the Gatwick Airport catchment area.	Consider the need to design in light reducing measures to minimise impact from Gatwick Airport.
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of “serious” water stress <sup>43</sup> . In addition, the Environment Agency’s assessment <sup>44</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means	0	No water supply or quality issues have been identified.  A number of ditches cross the site.	A buffer zone should be included around ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.

<sup>43</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>44</sup> As shown in the Catchment Abstraction Management Strategy (2006)

	that there is limited environmental capacity locally to support further abstraction to meet demand from new development.			
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>There are no designated biodiversity areas within the parcel.</p> <p>The River Mole BOA (biodiversity opportunity area) is located within close proximity to the western boundary of the parcel which is separated by the railway. There are several tree belts running across the parcel along the field boundaries.</p> <p>There are a group of TPOs adjoining the eastern part of the parcel and several individual TPOs in the centre of the northern boundary of the parcel.</p>	<p>No specific biodiversity constraints to development on the parcel.</p> <p>However the existing TPOs, hedgerows and tree belts should be retained and incorporated into any future development to further enhance the local environment. These can be used positively to integrate green infrastructure/ open space into any future development.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>Adjoining the northern boundary of the parcel are grade 2 listed buildings (Fishers Farm) which are shielded by existing tree cover.</p> <p>Little Manor is a locally listed building to the east of the parcel, set within reasonably large grounds.</p> <p>The Gatwick Open Setting designation extends over the southern half of the land parcel.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low</p>	<p>No overriding heritage constraints for development on the site, however the existing listed buildings will need to be protected through sensitive design of any new development to protect and where possible enhance their setting and maximise their local character on the parcel and the surrounding area. Existing historic field patterns should also be retained and designed into the layout of development on the parcel.</p> <p>Gatwick Open Setting and the need to maintain settlement gap between Horley and Gatwick airport should influence and inform the extent of development.</p>

			<p>Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the south of Horley is interrupted and severed by human activities and transport infrastructure including Gatwick Airport, which is associated with noise and visual impact on open spaces which result in a lower sensitivity to change.</p>	<p>Development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	<p>Surrounding the parcel there are good existing transport networks including road networks, bus routes along Balcombe Road and Victoria Road, Horley Railway station (less than 1km) providing good connections to Horley town centre and the wider area including Gatwick, Crawley, Redhill and London.</p> <p>The Sussex Border footpath runs along the southern boundary of the parcel</p> <p>Current access to the site is via a private road (Apperlie Drive) and Bayhorne Lane which are both narrow.</p>	<p>There are currently good transport links surrounding the parcel which should be maintained.</p> <p>Further assessment of the transport implications of any new development would be required, including in relation to access options and improving walking and cycling routes. Existing public right of way running through the site (east to west) should be retained.</p>

15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	Borough wide issue. No specific climate change impacts identified. Land parcel is partially affected by flooding. Heat island effect will be less of an issue as the site is in the urban fringe.	See objectives 18 and 19 .  Mitigation measures may be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue.	

**Conclusions:**

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.

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.

In the event this site is considered for development, further work will be required in relation to:

- 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

Any new development will need to:

- 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 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

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>The total parcel area is 15.4 hectares.</p> <p>When the southern part of the parcel within the 57db contour is excluded, at 20dph, the site could accommodate 46 units, at 30dph 69 units and at 40dph 93 units</p> <p>Lower densities would be most appropriate given the role of this parcel as a strategic gap.</p>	<p>Residential development should be focused away from the southern boundary of the site given the constraints around noise, light and air pollution as a result of its proximity to the M23 spur and Gatwick Airport.</p> <p>Any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	<p>Development on the parcel is likely to be impacted from noise and air pollution (and possibly light pollution) from adjoining M23 spur and Gatwick Airport.</p> <p>The parcel is allocated for public open space in the BLP (borough local plan).</p>	<p>Development should be focused away from the southern boundary of the site given the constraints around noise, light and air pollution.</p> <p>Any new development should incorporate open space/footpaths to increase provision of open space in the area.</p>
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm	There are areas identified through the	0	The parcel is sequentially preferable	Ditch lines should be retained and

from flooding	SFRA where flooding is an issue.		<p>location within flood zone 1. There are no water quality or flood risk constraints.</p> <p>There are existing ditch lines along the northern and eastern boundaries of the parcel.</p> <p>Some parts of the parcel are at risk from 1 in 200 year and 1 in 30 year surface water flood events. The eastern part of the parcel is at risk from reservoir failure extending into the centre of the parcel.</p>	<p>incorporated into the design of any development on the site, important biodiversity features.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff. This includes ditch retention, incorporating buffer zones, SUDS, etc. to protect the water quality and any associated biodiversity interest features.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The eastern boundary of the parcel fronts onto Balcombe Road which would be the main access point onto the parcel.</p> <p>The parcel is within 1.7km from the town centre and approximately 1.5km from Horley railway station. The M23 and Gatwick Airport are also within close proximity connecting the parcel with the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Existing infrastructure and services including GP, schools, employment area are all within 2km from the land parcel</p> <p>There are several bus routes along Balcombe Road and Victoria Road which are within 1.5km of the parcel connecting the site with Horley town centre.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options</p> <p>Existing public transport infrastructure may need improving to accommodate increase in development and help reduce car dependency.</p>
6. To make the best use of previously	There are regeneration areas identified in the CS and corporate plan.	0	The majority of the land parcel is greenfield land used for agriculture	Previously developed sites should be developed as a priority in



developed land and existing buildings			and open fields. Meadowcroft House was previously used as offices.	accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The majority of the land parcel is grade 4 agricultural land with a small area of grade 3	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	Land parcel falls within Horley AQMA – likely to be air quality issues, given its proximity to the M23 spur and Gatwick Airport.	Environmental Health officer recommends a buffer should be applied around the M23 spur. No further air quality issues anticipated if a second runway at Gatwick is built.  Continue monitoring AQMA to ensure there is no further deterioration in the air quality and continue remediation works to improve air quality on the parcel (in line with national regulations).
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-/-	The parcel falls within 50-100m buffer of the M23 spur (adjoining the southern boundary of the parcel).  Almost all of the parcel falls within the 57db airport noise contour and is therefore likely to be significantly affected by noise levels.	Residential development should be avoided on that part of the parcel which falls within the 57db airport noise contour. Employment uses may be less sensitive to noise.  As recommended by the EH officer a buffer should be applied around the M23 spur.  Appropriate noise pollution mitigation will need to be incorporated into the design to reduce noise pollution on the parcel. Existing hedgerows and tree cover along the southern

				boundary should be retained to screen out noise from the M23 that adjoins the land parcel.
10.To reduce light pollution	There are no significant light issues in the borough.	-	May be light issues on the parcel given the parcel's close proximity to the Gatwick Airport catchment area.	Consider the need to design in light reducing measures to minimise impact from Gatwick Airport.
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>45</sup> . In addition, the Environment Agency's assessment <sup>46</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	<p>No water supply or quality issues have been identified.</p> <p>There are existing ditch lines along the northern and eastern boundaries of the parcel.</p>	<p>A buffer zone should be included around ditches (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	<p>There are no designated biodiversity areas within the parcel.</p> <p>Some tree cover along the northern boundary of the parcel. Meadowcroft parcel has extensive tree cover.</p>	<p>No specific biodiversity constraints to development identified.</p> <p>Any existing hedgerows and trees within the parcel should be retained and incorporated into the design of development to screen the development from surrounding area and reduce noise /air pollution impact from M23 spur.</p> <p>A buffer zone in the southern</p>

<sup>45</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>46</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				portion of the parcel could also be used to provide a green infrastructure resource.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The parcel falls within the Gatwick Open Setting designation.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the south of Horley is interrupted and severed by human activities and transport infrastructure including Gatwick Airport, which is associated with noise and visual impact on open spaces which result in a lower sensitivity to change.</p>	<p>No overriding heritage constraints to development. However historic field patterns should be incorporated into the layout of any future development.</p> <p>Any new development should be sensitively designed to minimise the local range visual impact of development.</p> <p>Gatwick Open Setting and the need to maintain settlement gap between Horley and Gatwick airport should influence and inform the extent of development.</p> <p>Development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p>
14.To reduce the need to travel, encourage sustainable transport	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has	++	The parcel is surrounded by good existing transport networks including road networks e.g. bus routes along	Further assessment of the transport implications of any new development would be required.

options and make the best use of existing transport infrastructure	been cited as impacting on residents' quality of life.		<p>Balcombe Road and Victoria Road, Horley Railway station (approx. 1.5km) providing good connections to Horley town centre (within 1.7km) and the wider area including Gatwick, Crawley, Redhill, London).</p> <p>The Sussex Border footpath runs along the northern boundary of the parcel.</p> <p>Access to the parcel is from them Balcombe Road.</p>	Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development. This could include extending the existing cycle network down Balcombe Road and into any new developments to improve connectivity.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	Borough wide issue. No specific climate change impacts identified.	See objectives 18 and 19 .
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

generation systems			
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### Conclusions:

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.

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:

- 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.

Any new development will need to:

- 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

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	0	Total parcel area is 3.6 hectares. The whole parcel falls within the >57dBleq noise contours suggesting that residential development should not be located in this area. However, if the noise contour is disregarded, approximately 2.0 hectares of land for development would be available.  Lower densities would be most appropriate given the role of this parcel as a strategic gap.	The parcel should be excluded from any residential development as it adjoins the M23 spur and falls within the 57db noise contour.  Should development occur, mitigation measures would be needed to minimise noise impact.  Any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	Development on the parcel is likely to be impacted by noise, air, and possibly light, pollution from adjoining M23 spur and Gatwick Airport.	There should be no residential development on the parcel given the constraints around noise pollution as a result of its proximity to the M23 spur and Gatwick Airport.  The parcel acts as a buffer zone to screen nearby development against noise and light impacts.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher	0	This is a borough wide issue and not area specific.	N/A

	than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>Sections of the parcel fall within flood zone 1, 2 and 3.</p> <p>The south west part of the parcel falls within flood zone 2, and an area of FZ3 follows the main waterway running north to south. The eastern and north west part of the parcel falls within flood zone 1.</p> <p>The parcel is at risk from 1 in 200 years and 1 in 30 year surface water flooding events corresponding with the north to south waterway. An area of the eastern parcel is also at risk from surface water flooding events.</p> <p>The majority of the central part of the parcel is at risk in the event of reservoir failure.</p>	<p>Parts of the site that fall within flood zones 2 and 3 are sequentially unsuitable for development.</p> <p>Any development must be designed to include mitigation measures to manage and reduce surface water runoff. This includes ditch retention, incorporating buffer zones, SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The western boundary of the parcel fronts onto Balcombe Road which would be the main access point onto the parcel.</p> <p>The parcel is within 1.7km from the town centre and approximately 1.5km from Horley railway station. The parcel is well located for connections to other areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Existing infrastructure and services including GP, schools, and employment area are all within 2km from the land parcel.</p> <p>The Horley circular bus routes passes</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options</p> <p>Existing public transport infrastructure may need improving to accommodate increase in development and help reduce car dependency.</p> <p>Need to retain existing Sussex Border public right of way running east to west through the site.</p>

			within proximity to the parcel connecting the site with Horley town centre.	
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	+	There are a number of buildings located within the parcel including commercial, residential, farm and pub/restaurant.	Existing buildings need to be retained and designed into any new development to retain existing character and local setting. Existing commercial/ businesses may need to be relocated elsewhere were possible if they can't be retained within the parcel.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. Some of the land is currently used for pasture grazing and agriculture.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	<p>The parcel adjoins the Horley AQMA therefore may be subject to air quality issues, given its proximity to the M23 spur and Gatwick Airport.</p> <p>The southern part of the parcel falls within suggested 50-100m M23 spur air quality buffer.</p>	<p>Continue monitoring AQMA to ensure there is no further deterioration in the air quality and continue remediation works to improve air quality on the parcel.</p> <p>Any development on the parcel would be subject to aerodrome safeguarding approval and appropriate air pollution buffers will need to be incorporated into the design to reduce air pollution on the parcel.</p>
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-/-	<p>The entire parcel falls within 57db plus airport noise contour and is therefore likely to be significantly affected by aircraft noise levels.</p> <p>The parcel falls within 50-100m buffer of the M23 spur (adjoining the southern boundary of the parcel).</p>	<p>Residential development should be avoided on the parcel, which falls wholly within the 57db airport noise contour. Employment uses may be less sensitive to noise.</p> <p>In the event of development, appropriate noise pollution buffers and mitigation measures would</p>



				<p>need to be incorporated into including building materials, tree cover, etc.</p> <p>Existing hedgerows and tree cover along the southern boundary should be retained to screen out noise from the M23 that adjoins the land parcel.</p>
10.To reduce light pollution	There are no significant light issues in the borough.	-	May be light issues on the parcel given the parcel's close proximity to the Gatwick Airport catchment area.	Consider the need to design in light reducing measures to minimise impact from Gatwick Airport.
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>47</sup> . In addition, the Environment Agency's assessment <sup>48</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	<p>No water supply or quality issues have been identified.</p> <p>There are existing ditch lines and main river runs north-south through parcel.</p>	<p>A buffer zone should be included around ditches and main river (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	0	There is existing tree cover along the northern boundary of the parcel. There is also dense woodland running through the middle of the parcel (west to east) and down to the southern boundary.	<p>No specific biodiversity constraints to development identified.</p> <p>Existing trees and woodland should be retained and incorporated into the design of any new development to screen</p>

<sup>47</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>48</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				the development from surrounding area and reduce noise impact from M23 spur and contribute to green infrastructure networks across the wider area. As well as acting as a buffer against pollution and noise from adjoining M23 spur and Gatwick Airport.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>Dense woodland runs west to east through the middle of the parcel and additional trees along the northern and southern boundaries.</p> <p>All of the parcel is allocated as Gatwick Open Setting.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape</p>	<p>No overriding heritage constraints to development on the parcel. Any new development should be sensitively designed to minimise the visual impact of development.</p> <p>Gatwick Open Setting and the need to maintain settlement gap between Horley and Gatwick airport should influence and inform the extent of development.</p> <p>Development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p>

			Character assessment suggests that land to the south of Horley is interrupted and severed by human activities and transport infrastructure including; Gatwick Airport, which is associated with noise and visual impact on open spaces which results in a lower sensitivity to change.	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	<p>The site is reasonably accessible to existing transport networks including road networks e.g. Horley Circular bus route, Horley Railway station (approx. 1.5km) providing good connections to Horley town centre (within 1.7km) and the wider area including Gatwick, Crawley, Redhill, London).</p> <p>The Sussex Border footpath runs along the southern boundary of the parcel.</p> <p>Access to the parcel is from them Balcombe Road.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development. This could include extending the existing cycle network down Balcombe Road and into any new developments to improve connectivity.</p> <p>Existing public rights of way should be retained.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	Borough wide issue. No specific climate change impacts identified.	See objectives 18 and 19.
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is	There are a lower number of entrepreneurs in the borough that the	+	Development on the site could support existing local businesses and services	N/A

inclusive, innovative and sustainable	rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.		in Horley	
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	
<b>Conclusions:</b> 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. 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: <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options)</li><li>- whether it is possible to mitigate noise and air pollution issues.</li><li>- Flood risk and mitigation</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- incorporate noise and air pollution buffers and mitigation measures</li><li>- be designed to minimise flood risk and surface water runoff</li><li>- be designed sensitively, taking account of visual/landscape impact</li><li>- be designed to retain boundary trees/visual buffer and maintain a strategic visual gap</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- 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</li><li>- 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.</li></ul>				

#### SEH4 Land off the Close and Haroldslea Drive, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>Total parcel area is 15.8 hectares.</p> <p>When flood zones and part of the parcel that falls within 57db plus noise contour and heritage setting, and areas of existing built development are excluded, at 20dph, the site could accommodate 101 units, at 30dph 151 units and at 40dph 202 units</p> <p>The local area and presence of constraints suggest a medium to low density of development would be most appropriate in this location.</p>	<p>Those parts of the parcel that fall within the 57db noise contour should be excluded from any residential development.</p> <p>Provide affordable housing in line with Core Strategy housing policy.</p> <p>Include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	<p>Development on the parcel is likely to be cumulative impacted by noise and air pollution from adjoining M23, Gatwick Airport and flooding.</p> <p>A public right of way runs along the eastern edge of the site.</p>	<p>There should be no residential development on the southern part of the parcel given the constraints around noise and air pollution as a result of its proximity to the M23 spur and Gatwick Airport. Instead buffer zones should be created on the southern part of the parcel to screen against noise and light impacts.</p> <p>This southern boundary has tree cover which should be retained to screen the parcel from the M23 spur.</p> <p>Consider designing in open, green space to address the identified shortage within the</p>

				area. Public rights of way should be protected.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The main river runs down the western edge of the parcel. There are also a number of ditches and waterways running into the parcel.</p> <p>The western part of the parcel falls within flood zone 2 whilst the western edge falls within flood zone 3 the main river waterway). FZ3 also extends into the existing urban environment of Horley (to the north and west of the parcel). The central and eastern parts of the parcel fall within flood zone 1.</p> <p>The south western corner and north western part of the land parcel is likely to be affected by surface water flood events (1 in 200 years and 1 in 30 year). Other localised areas within the parcel are also at risk of 1 in 200 year flood event.</p> <p>The western and southern parts of the parcel are at risk of flooding in the event of reservoir failure.</p>	<p>Parts of the site that fall within flood zones 2 and 3 are sequentially unsuitable for development. These areas should not be developed.</p> <p>Any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>Access onto the parcel could be created via Haroldslea Drive or potentially via 'The Close' which is currently a private road.</p> <p>The parcel is less than 1.5km</p>	Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options

			<p>(approx.) from Horley town centre and approximately 1km from Horley railway station. The parcel is also relatively well connected to the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Existing infrastructure and services including GP, schools, and employment area are all within 1.7km from the land parcel.</p> <p>The Horley circular bus routes passes within proximity to the parcel connecting the site with Horley town centre. More regular and longer distance bus routes run along Victoria Road.</p> <p>There are a number of public footpaths along the eastern boundary of the parcel which should be retained</p>	<p>Existing access onto the parcel is limited and would need to be improved to accommodate any development of a reasonable scale. Existing public footpath should be retained.</p> <p>Existing public transport infrastructure may need improving to accommodate increase in development and help reduce car dependency.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	<p>The parcel is predominantly open fields used for grazing and agriculture. There is some residential development along 'The Close' adjoining the northern boundary of the parcel and commercial, industrial, storage uses in the centre of the parcel. Planning permission has been granted for 50 homes at Inholms Farm.</p>	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p> <p>There are two grade 2 listed buildings which need to be retained and incorporated into any future development through sensitive design to protect and retain their local character and setting.</p> <p>Development may require</p>

				relocation of existing occupiers and uses of industrial buildings. Alternatively they may need to be designed into any new development if they are to be retained. If retained, tree and vegetation cover should be retained to reduce impact on the surrounding area from any future development and protect existing residential amenity.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	<p>Part of the parcel is in industrial use therefore there may be some contamination on site</p> <p>The parcel is predominately Grade 3 agricultural land with parts of the north eastern part of the parcel Grade 4</p>	Further investigation may be needed to establish industrial uses on the site and the extent of land contamination within the parcel. Where necessary appropriate remediation work would need to be carried out
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	The parcel is within close proximity to Horley AQMA therefore likely to be subject to air quality issues, given its proximity to the M23 spur and Gatwick Airport.	<p>Continue monitoring AQMA to ensure there is no further deterioration in the air quality and continue remediation works to improve air quality on the parcel.</p> <p>Consider incorporating a buffer around the southern part of the parcel to reduce impact of any air pollution from nearby M23 spur and also Gatwick Airport.</p>
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-	The southern part of the parcel is in 57db plus airport noise contour and is likely to be affected by aircraft noise levels.	<p>Residential development should be avoided on that part of the parcel which falls within the 57db airport noise contour. Employment uses may be less sensitive to noise.</p> <p>As recommended by the EH officer a buffer should be applied</p>



				around the M23 spur.  Appropriate noise pollution mitigation will need to be incorporated into the design to reduce noise pollution on the parcel.
10.To reduce light pollution	There are no significant light issues in the borough.	-	May be light issues on the parcel given the parcel's close proximity to the Gatwick Airport catchment area.	Consider the need to design in light reducing measures to minimise impact from Gatwick Airport.
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>49</sup> . In addition, the Environment Agency's assessment <sup>50</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	0	No water supply or quality issues have been identified.  There is a main river and existing ditch lines within the parcel.	A buffer zone should be included around main river and ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	The River Mole BOA (biodiversity opportunity area) lies to the east of the parcel.  There are a number of TPOs along the field's boundaries and access roads. The north east part of the parcel has a group of TPOs.	No specific biodiversity constraints to development. Existing TPOs and other hedgerows and trees should be retained and incorporated within the design of any new development.  and designed into any new development. Consider creating

<sup>49</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>50</sup> As shown in the Catchment Abstraction Management Strategy (2006)

				<p>a buffer around the north east part and the edge of the parcel boundary to protect existing trees.</p> <p>Need to consider and design in mitigation measures to protect and enhance existing biodiversity features and improve the river water quality within the River Mole BOA area.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The southern part of the parcel is allocated as Gatwick Open Setting designation.</p> <p>There are two grade 2 listed buildings including Inholms Farm which is well shielded by existing tree cover. Yew Tree Cottage is less well shielded and is more widely visible across the parcel.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole</p>	<p>No overriding heritage constraints to development on the parcel. Any new development should be sensitively designed to minimise the visual impact of development.</p> <p>No overriding heritage constraints for development on the site, however the existing listed buildings will need to be protected through sensitive design of any new development to protect and where possible enhance their setting and maximise their local character on the parcel and the surrounding area.</p> <p>Existing historic field patterns should also be retained and designed into the layout of development on the parcel.</p> <p>Development should conserve key landscape characteristics such as well-developed</p>

			<p>floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	<p>hedgerow patterns and woodland edges.</p> <p>Development on site should factor in the Gatwick Open Setting (southern part of the parcel) in the design to maintain visual openness/strategic gap. Development should therefore be avoided along the southern part of the parcel which is within the Gatwick Open Setting designation.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	++	<p>The site is reasonably accessible to existing transport networks including road networks e.g. Horley Circular bus route, Horley Railway station (approx. 1km) providing good connections to Horley town centre (within 1.5km) and the wider area including Gatwick, Crawley, Redhill, London).</p> <p>There are public footpaths running along the eastern edge of the parcel which should be retained and where possible improved.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Mitigation measures should be included to make any new development 'pedestrian friendly' and connect the development with nearby footpaths and cycle networks, the adjoining urban area, and any other SUE land parcels allocated for development. This could include extending the existing cycle network down Balcombe Road and into any new developments to improve connectivity.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Some of the parcel lies within flood zone 2 and 3.</p> <p>Climate change is likely to increase</p>	Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure

			the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.	resilience to climate change. See also objectives 18 and 19
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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.

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

In the event that this site is considered for development, further work will be required in relation to:

- 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

Any new development will need to:

- incorporate noise and air pollution buffers and mitigation measures
- be designed to minimise flood risk and surface water runoff, and protect 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

### SEH5 Land between Woodside Works and Burstow Stream, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	<p>Total parcel area is 33.7 hectares. When land within 57db plus noise contour and woodland, and flood zone 2 (including historic flood zone) are excluded, 20dph, the site could accommodate 158 units, at 30dph 236 units and at 40dph 315 units</p> <p>Lower densities on this parcel reflecting its more remote location and constraints would be most likely to be appropriate.</p>	<p>The parcel is unlikely to be suitable for development on its own as it does not adjoin the existing urban area, however there may be the potential for a more comprehensive form of development with adjoining land parcels (SEH3 &amp; SEH4)</p> <p>Any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	<p>Development on the parcel is likely to be cumulatively impacted from noise air pollution from adjoining M23 spur and Gatwick Airport.</p> <p>Public Footpath (Sussex Border Path) runs along southern edge of parcel. Two other footpaths run diagonally north-south across parcel providing access through the parcel</p>	<p>There should be no development on the southern part of the parcel given the constraints around noise, light and air pollution as a result of its proximity to the M23 spur and Gatwick Airport. Instead buffer zones should be created on the southern part of the parcel to screen against noise and light impacts.</p> <p>This southern boundary has tree cover which should be retained to screen the parcel from the M23 spur.</p>

				Consider designing in open/ green space to address the identified shortage within the area.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The Burstow Stream (main river) runs along the eastern boundary. There is a ditch in the western part of the parcel.</p> <p>The majority of the parcel falls within flood zone 1, with the exception of the far northern part of the parcel which falls within flood zone 2, and The south eastern corner of the parcel which falls within flood zone 3. This area is at risk from 1 in 30 year flood risk events.</p> <p>A small proportion of the parcel is at risk from 1 in 200 year surface water flooding event.</p> <p>The south western edge of the parcel could be at risk from flooding in the event of reservoir flooding.</p>	<p>Parts of the site that fall within flood zones 2 and 3 are sequentially unsuitable for development. Development should therefore be avoided on the far northern part and south eastern corner of the parcel which falls within flood zones 2 and 3.</p> <p>Any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and in the surrounding area.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	-	The parcel is approx. 1.7km from Horley town centre and approximately 1.5km from Horley railway station. The parcel is also reasonably well located in relation the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.	The parcel is more remote than land parcels SEH1 to SEH4 in the same area and has no direct access onto Balcombe Road. Access to local services is more restricted than adjoining land

			<p>However, access onto the site itself is via narrow roads (Harroldslea Drive and Peeks Brook Lane).</p> <p>Existing infrastructure and services including GP, schools, and employment area are around 2km from the land parcel.</p> <p>There are a number of public footpaths including the Sussex Border Path running along the southern edge of the parcel. A further 2 paths run north to south through the parcel.</p> <p>The nearest bus route is the Horley Circular bus route.</p>	<p>parcels and would need to be improved particularly local bus services which are currently limited.</p> <p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Any development would need to consider improving access onto the parcel and incorporate infrastructure within the development to minimise the need to travel. Existing public transport infrastructure may need improving to accommodate increase in development and help reduce car dependency.</p> <p>This parcel could potentially be accessed by adjoining new developments on adjoining land parcels SEH3 and SEH4.</p> <p>Public rights of way should be retained and incorporated into any development</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	<p>The site has little PDL and is predominately made up of agricultural and open fields. The parcel is a mixture of grade 3 and 4 agricultural land.</p>	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p>



				Any design of development should take into account listed buildings on adjoining land parcel SEH4 to preserve their local character and setting.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	There are some industrial uses on small parts of the parcel.  The parcel is a mixture of grade 3 and 4 agricultural land.	Further investigation may be needed to establish the extent of land contamination associated with industrial uses within the parcel and, where necessary appropriate remediation works may need to be undertaken.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	The southern part of the parcel falls within 100m air quality buffer of the M23 spur	Development around the southern part of the parcel which adjoins the M23 spur should be avoided. Development on the parcel should incorporate a buffer around this part of the parcel.
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-	The southern part of the parcel falls within 57db noise contour. It also falls within 100m of the M23 spur.	Residential development should be avoided along the southern boundary of the parcel which falls within 57db noise contour. Employment uses may be less sensitive to noise.  Appropriate noise pollution buffers and mitigation measures would need to be incorporated into any development on site.
10.To reduce light pollution	There are no significant light issues in the borough.	-	May be light issues on the parcel given the parcel's close proximity to the Gatwick Airport catchment area.	Consider the need to design in light reducing measures to minimise impact from Gatwick Airport.
11.To improve the water quality of rivers and groundwater, and	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate	0	No water supply or quality issues have been identified.	A buffer zone should be included around main river and ditches (5m).

maintain an adequate supply of water	and Banstead falls within an area of “serious” water stress <sup>51</sup> . In addition, the Environment Agency’s assessment <sup>52</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		There is a main river and existing ditch lines within the parcel.  Current ecological quality of the Burstow Stream is poor; chemical quality is good.	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	There is a plantation consisting of dense woodland in the east of the parcel identified in the Borough Local Plan as a potential SNCI. This area extends beyond the parcel into adjoining land parcel SEH12.  The River Mole BOA (biodiversity opportunity area) passes along the eastern part of the parcel.	A buffer should also be included to the main river to minimise impact on river ecology/biodiversity. Positive management measures should be used to enhance biodiversity along the river corridor  Existing plantation, woodland and vegetation within the parcel should be retained and enhanced where possible. These can be incorporated into any future development to create positive green, open space which there is an identified lack of in this part of Horley.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.	There are no overriding heritage constraints to development within the parcel. Any new development should be sensitively designed to minimise the visual impact of

<sup>51</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>52</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>The southern part of the parcel is allocated as Gatwick Open Setting designation. The whole parcel plays a role in providing a transition between town and countryside.</p> <p>The site is currently used for agriculture and is of relatively good quality – grade 3 in the west and grade 4 in the east of the parcel.</p> <p>There are grade 2 listed buildings on adjoining land parcel SEH4 and a locally listed building at Haroldslea House just beyond the northern boundary of the parcel which is well screened from the parcel by tree cover.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>Borough-wide landscape assessment suggests that to the east of Horley there is a graduated fringe, which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	<p>development.</p> <p>Existing historic field patterns should also be retained and designed into the layout of development on the parcel</p> <p>Existing woodland and tree cover along the boundary of the parcel should be retained and incorporated into any new development to minimise visual impact on surrounding open countryside, local character and adjoining land parcel</p> <p>Development on site should factor in the Gatwick Open Setting (southern part of the parcel) in the design to maintain visual openness/strategic gap. Development should therefore be avoided along the southern part of the parcel which is within the Gatwick Open Setting designation.</p> <p>Development should conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p>
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14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	0	<p>The land parcel is further away from nearby local services, amenities, public transport links, etc. compared with the adjoining land parcels (SEH3 &amp; SEH4).</p> <p>However there may be potential to improve access given the parcels close proximity to existing transport infrastructure including Horley circular bus route, Horley train station, etc. all providing good connections to Gatwick Airport, Crawley, Redhill, London, etc.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Any development should look at enhancing existing public footpaths within the parcel and cycle network on nearby Balcombe Road looking at linking these up with adjoining land parcels (SEH3 &amp; SEH4) and also the wider countryside, existing urban area of Horley to improve connectivity and access to the wider area.</p> <p>Access improvements will be needed including new road layouts, junctions, etc. to accommodate an increase in population and traffic flow movement on existing road networks.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Some of the parcel lies within flood zone 2 and 3.</p> <p>Climate change is likely to increase the frequency and impact of flooding, and could lead to more extreme and frequent flood events in the future.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change.</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p> <p>See also objectives 18 and 19</p>
16.Provide for employment opportunities to meet the needs of the local	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development

economy				
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

#### Conclusions:

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).

In the event this site is considered for development , further work will be required in relation to:

- 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
- Measures to safeguard the water and biodiversity quality of the Burstow Stream

Any new development will need to:

- 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

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	-/-	The total parcel area 6.6 (ha).  The parcel is affected entirely by historic flood zone 2, which on the advice of the Environment Agency should be included as part of plan-making assessments.	The parcel is not sequentially preferable as it falls within historic flood zone 2. In addition much of the parcel is heavily wooded.  In the event that it was allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	There are several public footpaths/bridleways passing the north, southern and western parts of the parcel.	Open space/ existing public footpaths and bridleways should be retained and incorporated into any future development on the parcel to increase provision of open space in the area.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-/-	The parcel falls within historic flood zone 2. There is a small area within Flood Zone 3 at the western corner of the parcel. The south east corner is at risk from 1 in 30 year and 1 in 200 year surface water flood events. Also	There are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area that have fewer constraints.

			<p>an area of land extending south from the northern boundary is at risk from 1 in 200 year event.</p> <p>The Burstow Stream (main river) forms the eastern boundary of the parcel. There is also a small pond within woodland to the north of Newstead Hall.</p>	<p>If the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and on existing residential development adjoining the parcel.</p>
5. To improve accessibility to all services and facilities	<p>This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.</p>	+	<p>The site is within reasonable proximity to nearby services and facilities.</p> <p>The parcel is approx. 1.3km from Horley town centre and approximately 1km from Horley railway station. The parcel is also relatively well situated in relation to surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Existing infrastructure and services including GP, schools, and employment area are all within 1.7km from the land parcel.</p> <p>Access is currently limited via narrow Haroldslea Drive. Parcel does not have any direct frontage onto Balcombe Road.</p> <p>The nearest bus route is the Horley Circular bus route.</p> <p>There are a number of public footpaths along the northern, eastern</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Existing public transport infrastructure may need improving to accommodate increase in development and help reduce car dependency.</p> <p>Public rights of way should be retained and incorporated into any development</p>

			and southern boundaries of the parcel.	
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	A significant portion of the parcel is wooded. There are some existing residential properties at Newstead Hall and along Haroldslea Drive.	Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.  Any development on the parcel should include sensitive design to protect and enhance the setting of nearby locally listed buildings and local character.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The parcel is predominately grade 4 agricultural land, however much is covered in woodland.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No issues identified	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No issues identified	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>53</sup> . In addition, the Environment Agency's assessment <sup>54</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means	-	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.	The land parcel is not sequentially preferable.  In the event of allocation for development a buffer zone should be included around main river and ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize

<sup>53</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>54</sup> As shown in the Catchment Abstraction Management Strategy (2006)



	that there is limited environmental capacity locally to support further abstraction to meet demand from new development.			surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>The north eastern part of the site is heavily wooded. A group TPO covers this area and extends around the Newstead Hall development.</p> <p>Mature tree cover exists along the Haroldslea Drive and Burstow Stream.</p> <p>The eastern part of the parcel falls within the River Mole BOA.</p>	<p>No specific biodiversity constraints to development on the site identified.</p> <p>Existing TPO/ protected trees/ woodland will need to be retained and incorporated into any future development along with existing hedgerows/ trees.</p> <p>Any future development should be designed to maximise the achievement of BOA objectives.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	0	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>There is a locally listed building beyond the (south east) parcel boundary, which has limited intervisibility with the parcel.</p> <p>Thunderfield Castle (SAM) lies to the east of the parcel with limited intrusion on the parcel.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed</p>	<p>No overriding constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby locally listed buildings.</p> <p>New development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges; landscape impact could be mitigated by integrating development into dense woodland.</p>

			<p>hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>Access onto the parcel is currently limited (narrow access) via Haroldslea Drive. Parcel doesn't have direct frontage onto Balcombe Road</p> <p>The site is reasonably accessible to existing transport networks including road networks e.g. Horley Circular bus route, Horley Railway station (approx. 1km) providing good connections to Horley town centre (within 1.5km) and the wider area including Gatwick, Crawley, Redhill, London). Existing employment areas ( Horley town centre, Balcombe Road Industrial Estate is approx. 1.5km.</p> <p>There are public footpaths/ bridleways running along the northern, eastern and northern boundaries of the parcel</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>New access points will need to be provided/ designed into any future development to accommodate/ support medium/ large scale growth and development on the parcel. These access points can be linked up to existing transport links adjacent/ surrounding the land parcel, Horley Town Centre, etc.</p> <p>Existing public footpaths/ bridleways should be retained and incorporated into any future development to improve access to the wider countryside and Horley.</p>
15.To ensure that the District adapts to the impacts of the	There are issues around urban heat island effect in urban areas and increased storm occurrence across the	-	Borough wide issue. All of the parcel lies within historic flood zone 2 and a small area falls within FZ 3.	Mitigation measures would be needed to reduce impact of flood risk/ events from increased

changing climate	borough (flooding covered in objective 4).		Climate change may exacerbate flooding within the land parcel and the surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.	development and ensure resilience to climate change.  Environment Agency are undertaking further work in relation to the Burstow Stream.  See also objectives 18 and 19
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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). In addition a large proportion of the parcel is heavily wooded.

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 parcel is considered for development, further work will be required in relation to:

- 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

Any new development will need to:

- 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

## SEH7 Land at Wilgers Farm, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	<p>The total parcel area is 12.2 (ha) When heritage setting and areas of flood risk are excluded, at 20dph, the site could accommodate 30 units, at 30dph 45 units and at 40dph 60 units</p> <p>The majority of the parcel is allocated in the Borough Local Plan for Horley Town Park.</p>	<p>The majority of the parcel is not sequentially preferable as much of it falls within historic flood zone 2. Considerable parts of the parcel also fall within modelled flood zone 2, and flood zone 3.</p> <p>The advice of the Environment Agency is that historic flood zone should be included as part of plan-making assessments.</p> <p>In the event that it a portion of the parcel is allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	-	<p>The site is currently allocated for the Horley Town Park.</p> <p>There is a bridleway running north to south along the western part of the parcel</p>	<p>If all of the site is allocated for development, the town centre park will need to be re-provided elsewhere to ensure sufficient recreational space is provided in the locality.</p> <p>Open space/ existing public footpaths and bridleways should be retained and incorporated into any future development on the parcel to increase provision of</p>

				open space in the area.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-/-	<p>The Burstow Stream (main river) forms the eastern boundary of the parcel. Another main river channel also runs along the western boundary. There are a number of ditch lines running north to south through the centre of the parcel and also along the southern boundary.</p> <p>A large proportion of the site falls within flood zone 3 extending along the main river and ditch lines. The eastern part of the site falls within modelled flood zone 2, with historic flood zone 2 covering a wider area.</p> <p>Only the eastern/ south eastern boundary of the parcel is unaffected by flood risk.</p> <p>Parts of the land parcel are affected by 2 in 200 year flood events.</p>	<p>There are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area</p> <p>If part of the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and on existing residential development adjoining the parcel.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The site is within reasonable proximity to nearby services and facilities.</p> <p>The parcel 1.2km (approximately) from Horley town centre and approximately 1.5km from Horley railway station. The parcel is also relatively well connected to the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Existing public transport infrastructure may need improving to accommodate increase in</p>

			<p>Existing infrastructure and services including GP, schools, and employment area are all within 1.5km from the land parcel.</p> <p>There are several existing bus routes which run down Smallfield Road (424/526/527).</p> <p>The existing bridleway runs north to south along the western boundary of the parcel.</p>	<p>development and help reduce car dependency.</p> <p>Public rights of way should be retained and incorporated into any development</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site is predominately in agricultural use with existing residential development in the south western part of the parcel.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p> <p>Any development on the parcel should include sensitive design to protect and enhance the setting of nearby locally listed buildings/ local character and existing residential/ agricultural buildings in the south west part of the parcel.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The parcel is a mixture of grade 3 and 4 agricultural land currently used for agriculture.	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No issues identified	N/A
10. To reduce light	There are no significant light issues in the	0	No issues identified	N/A

pollution	borough.			
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of “serious” water stress <sup>55</sup> . In addition, the Environment Agency’s assessment <sup>56</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	-/-	<p>No water supply issues have been identified.</p> <p>The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.</p>	<p>The majority of the land parcel is not sequentially preferable.</p> <p>In the event of allocation for development a buffer zone should be included around main river and ditches (5m).</p> <p>Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.</p>
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	<p>Tree belts along the parcel boundaries.</p> <p>The majority of the parcel falls within the River Mole BOA</p>	<p>Any future development should be designed to maximise the achievement of BOA objectives.</p> <p>Existing hedgerows and tree cover should be retained and incorporated into any future development on the parcel.</p>
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The parcel plays a role in providing a transition between the existing urban area and the countryside</p> <p>There is a grade 2 listed building adjacent to the north western corner of</p>	<p>No overriding heritage constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby locally listed buildings. Consider and incorporate locally listed buildings and heritage assets in the design of any future development to retain and maximise their role in contributing to the local character.</p>

<sup>55</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>56</sup> As shown in the Catchment Abstraction Management Strategy (2006)



			<p>the parcel which is well shielded. There are also a number of locally listed buildings at Wilgers Farm set within reasonable grounds with some tree cover.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland Weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	<p>Any new development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p> <p>Existing historic field patterns should also be retained.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The site can be accessed via Silverlea Gardens. The parcel could also be accessed via Smallfield Road.</p> <p>Existing bridleway runs north-south along part of the western boundary.</p> <p>The site is reasonably accessible to existing transport networks including road networks e.g., Horley Circular bus route, Horley Railway station</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>It is likely that new access points will need to be provided via Smallfield Road to accommodate/ support any medium/ large scale growth and development on the parcel</p>

			(approx. 1.5km) providing good connections to Horley town centre (within 1.2km) and the wider area including Gatwick, Crawley, Redhill, London). Existing employment areas (Horley town centre, Balcombe Road Industrial Estate is approx. 1 km.	Existing bridleway should be retained and incorporated into design of any future development on site and to improve public access to the wider countryside.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Much of the parcel lies within historic flood zone 2 and considerable areas fall within modelled FZ2 and FZ 3.</p> <p>Climate change may exacerbate flooding within the land parcel and the surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change.</p> <p>Environment Agency is undertaking further work in relation to the Burstow Stream.</p> <p>See also objectives 18 and 19</p>
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

and decentralised generation systems			
<p><b>Conclusions:</b></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.</p> <p>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"> <li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options)</li> <li>- Flood risk and associated mitigation measures</li> <li>- Measures to safeguard the water and biodiversity quality of the Burstow Stream</li> <li>- Alternative provision for the Horley Town Park</li> </ul> <p>Any new development will need to:</p> <ul style="list-style-type: none"> <li>- be designed to minimise flood risk and surface water runoff including on surrounding area</li> <li>- protect and maintain hedgerows and trees</li> <li>- be designed sensitively, taking account of visual/landscape impact</li> <li>- incorporate sustainable construction and renewable energy measures</li> <li>- deliver biodiversity and green infrastructure enhancements, including 'green infrastructure' links across the parcel and joining up with the wider GI network and wider countryside</li> <li>- 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</li> </ul>			

# SEH8 Land at Farney View Farm, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	-	The total parcel area is 7.9 (ha). When flood zone 2 and historic flood events are excluded at 20dph, the site could accommodate 3 units, at 30dph 5 units and at 40dph 7 units	<p>The majority of the parcel is not sequentially preferable as much of it falls within historic flood zone 2. Considerable parts of the parcel also fall within modelled flood zone 2, and flood zone 3.</p> <p>The advice of the Environment Agency is that historic flood zone should be included as part of plan-making assessments.</p> <p>In the event that it a portion of the parcel is allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	The existing bridleway runs along the western and southern boundaries of the land parcel.	Existing public rights of way (bridleways) should be retained. Open/ green space should be designed into any future development on the land parcel.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A

4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-/-	<p>The Burstow Stream (main river) forms the eastern boundary. A main river tributary also extends across the parcel from the south western corner to the northern point of the parcel joining the Burstow Stream.</p> <p>A large proportion of the site falls within flood zone 3 extending along the main river and ditch lines. The eastern part of the site falls within modelled flood zone 2, with historic flood zone 2 covering a wider area.</p> <p>Only the north western boundary of the parcel is unaffected by fluvial flood risk.</p> <p>A substantial swathe of the north western parcel is at risk from 1 in 200 year event with a small area also at risk from 1 in 30 year flood events.</p>	<p>There are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area</p> <p>If part of the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and on existing residential development adjoining the parcel.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>The site is within reasonable proximity to nearby services/ facilities.</p> <p>The parcel is approx. 1.3km from Horley town centre and less than 1km from Horley railway station. The parcel is also relatively well connected to the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Existing infrastructure and services including GP, schools, and employment area are all approximately 1.3km from the land parcel.</p> <p>The existing bridleway runs along the western and southern boundaries of</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Public rights of way should be retained and incorporated into any development</p>

			the land parcel.  There are several existing bus routes which run down Smallfield Road (424/526/527).	
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site is predominately open land/ in agricultural use. There is one derelict building on the western boundary of the parcel.	Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.  Any development on the parcel should include sensitive design to protect and enhance the setting of existing residential/ urban area adjoining the western boundary of the parcel to retain existing local character and setting.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The parcel is a mixture of grade 3 and 4 agricultural land	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No issues identified	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No issues identified	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>57</sup> . In addition, the	-	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological	The majority of the land parcel is not sequentially preferable.  In the event of allocation for development a buffer zone should

<sup>57</sup> Environment Agency (2007) Areas of water stress: final classification

	Environment Agency's assessment <sup>58</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		quality but good chemical quality.	be included around main river and ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	Existing tree belts surround the parcel boundaries and well defined field boundaries across the site.  The majority of the parcel falls within the River Mole BOA	Any future development should be designed to maximise the achievement of BOA objectives.  Existing hedgerows and tree cover should be retained and incorporated into any future development on the parcel.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.  The parcel plays a role in providing a transition between the existing urban area and the countryside  There is a cluster of locally listed buildings to the north of the parcel - limited intervisibility with the parcel.  The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale	No overriding heritage constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby locally listed buildings.  Existing historic field patterns should also be retained.  Development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.

<sup>58</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>The site can be accessed via Avenue Gardens (cul-de-sac)</p> <p>Existing bridleway runs along the western and southern boundaries of the parcel.</p> <p>The parcel is within proximity to nearby services and facilities including Horley town centre which is 1.3km (approximately). Horley train station is 1km (approximately). Existing employment areas (Horley town centre, Balcombe Road Industrial Estate) are approx. 1.3 km.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Road infrastructure improvements are likely to be needed as the site is currently accessed via a cul-de-sac (Avenue Gardens).</p> <p>Existing bridleway should be retained and designed into any future development on the site.</p>
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Much of the parcel lies within historic flood zone 2 and considerable areas fall within modelled FZ2 and FZ 3.</p> <p>Climate change may exacerbate flooding within the land parcel and the</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change.</p> <p>Environment Agency are</p>



			surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.	undertaking further work in relation to the Burstow Stream.  See also objectives 18 and 19
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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).

It is therefore considered that the majority of this parcel is a not sustainable location for growth and there are more suitable options available.

The parcel benefits from not being subject to formal landscape or heritage designations.

In the event this site is considered for development, further work will be required in relation to:

- 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

Any new development will need to:

- 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

# SEH9 Land east of Wilgers Farm, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	-/-	The total parcel area is 8.3 (ha).  The parcel is affected entirely by historic flood zone 2, which on the advice of the Environment Agency should be included as part of plan-making assessments.	The parcel is not sequentially preferable as it falls within historic flood zone 2. The majority also falls within modelled flood zone 2 or flood zone 3.  In the event that it was allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	The land parcel is not publically accessible	Existing public rights of way (bridleways) should be retained. Open/ green space should be designed into any future development on the land parcel.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A

4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-/-	<p>The Burstow Stream (main river) forms the western boundary of the parcel. A tributary of the Burstow Stream (also main river) forms the eastern boundary.</p> <p>The north west/ north parts of the parcel falls within flood zone 3 Most of the site also falls within modelled flood zone 2, and the whole site within the historic flood zone 2.</p> <p>A small area of the parcel is at risk from surface water flooding (1 in 200 year flood event).</p>	<p>The risk of flooding severely constrains any development potential on this site. There are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area</p> <p>If part of the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and in the surrounding area.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	+	<p>Access onto the site is currently limited. There are no public rights of way through or adjoining the parcel.</p> <p>The parcel is in a reasonably accessible location and is within close proximity to Smallfield Road. Horley town centre is approximately 1.7km and Horley train station is 2km. The parcel is also relatively well connected to the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Several bus routes run along Smallfield Road (424/ 526/5270</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Public rights of way should be retained and incorporated into any development</p> <p>Existing public transport infrastructure may need improving to accommodate increase development which could reduce car dependency and improve connectivity and access in the local area.</p>
6. To make the best use	There are regeneration areas identified in	0	The parcel is currently in agricultural	Previously developed sites should

of previously developed land and existing buildings	the CS and corporate plan.		use there are no existing buildings on the site.	be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The parcel is a mixture of grade 3 and 4 agricultural land	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No issues identified	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No issues identified	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>59</sup> . In addition, the Environment Agency's assessment <sup>60</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	-/-	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.	The land parcel is not sequentially preferable.  In the event of allocation for development a buffer zone should be included around main river and ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12. To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	Narrow tree belt along the parcel boundaries.	Any future development should be designed to maximise the achievement of BOA objectives.

<sup>59</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>60</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			The majority of the parcel falls within the River Mole BOA	Existing hedgerows and tree cover should be retained and incorporated into any future development on the parcel.
13. To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The parcel only adjoins the existing urban area at the northern point, and is largely separated from the urban area by the proposed town park site. It functions as open countryside.</p> <p>There are several locally listed buildings at Harrowsley Green Farm and Wilgers Farm, neither of which impact/ impose on the parcel.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that</p>	<p>The parcel currently functions as open countryside. Any new development should be sensitively designed to minimise the local and longer range visual impact of development and reflect the topography of the parcel.</p> <p>No overriding heritage constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby locally listed buildings.</p> <p>Any new development should conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p> <p>Existing historic field patterns should also be retained.</p>

			land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.	
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	+	<p>Access onto the site is currently limited. There are no public rights of way through or adjoining the parcel.</p> <p>The parcel is in a reasonably accessible location and is within close proximity to Smallfield Road. Horley town centre is approximately 1.7km and Horley train station is 2km. This provides good connections with Horley town centre and the surrounding area including Gatwick, Crawley, Redhill, London, etc. Other amenities including schools, GP practice and employment areas are within 2km.</p> <p>Several bus routes run along Smallfield Road (424/ 526/5270)</p>	Further assessment of the transport implications of any new development would be required including potential access options.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-/-	<p>Borough wide issue. All the parcel lies within historic flood zone 2 and considerable areas fall within modelled FZ2 and FZ 3.</p> <p>Climate change may exacerbate flooding within the land parcel and the surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change.</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p> <p>See also objectives 18 and 19</p>
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development

17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	
<b>Conclusions:</b>  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)). 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. In the event this site is considered for development, further work will be required in relation to: <ul style="list-style-type: none"><li>- the transport impact of new development (including air quality, impact on public transport, and walking/cycling options, and access options)</li><li>- Flood risk and associated mitigation measures</li><li>- measures to safeguard the water and biodiversity quality of the Burstow Stream</li><li>- visual and landscape impact.</li></ul> Any new development will need to: <ul style="list-style-type: none"><li>- be designed to minimise flood risk and surface water runoff including on surrounding area</li><li>- protect and maintain hedgerows and trees</li><li>- be designed sensitively, taking account of visual/landscape impact</li><li>- incorporate sustainable construction and renewable energy measures</li><li>- deliver biodiversity and green infrastructure enhancements, including ‘green infrastructure’ links across the parcel and joining up with the wider GI network and wider countryside</li><li>- 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</li></ul>				



# SEH10 Land east of Farney View Farm, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	The total parcel area is 5.9 (ha)  When flood zone 2 and historic flood events are excluded, at 20dph, the site could accommodate 21 units, at 30dph 32 units and at 40dph 42 units	The majority of the parcel is not sequentially preferable as much of it falls within historic flood zone 2. Considerable parts of the parcel also fall within modelled flood zone 2.  The advice of the Environment Agency is that historic flood zone should be included as part of plan-making assessments.  In the event that it a portion of the parcel is allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	The existing bridleway runs along the eastern and southern boundaries of the land parcel. .	Existing public rights of way (bridleways) should be retained. Open/ green space should be designed into any future development on the land parcel.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate	0	This is a borough wide issue and not area specific.	N/A

	of violent crime in the borough is higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The Burstow Stream (main river) forms the western boundary of the parcel and a tributary of the Burstow Stream (also main river) forms the eastern boundary.</p> <p>The majority of the parcel falls within historic flood zone 2. Considerable parts of the parcel also fall within modelled flood zone 2.</p> <p>The north eastern area of the parcel falls within flood zone 1.</p> <p>Small areas of the parcel are at risk of surface water flooding (risk from 1 in 200 year flood events).</p>	<p>The risk of flooding severely constrains any development potential on this site. Only a small proportion (northern strip) doesn't fall within flood zone 2 or 3. There are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area that have fewer constraints.</p> <p>If part of the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and in the surrounding area.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	-	<p>The site is within reasonable proximity to nearby services/ facilities.</p> <p>The parcel approximately 1.7km from Horley town centre and less than 1.4km from Horley railway station. The parcel is also relatively well connected to the surrounding areas e.g.: Gatwick Airport, Crawley, London, etc.</p> <p>Existing infrastructure and services including GP, schools, and employment area are all</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Public rights of way should be retained and incorporated into any development</p>

			<p>approximately 2km from the land parcel.</p> <p>The existing bridleway runs along the eastern and southern boundaries of the land parcel.</p> <p>The nearest bus routes run along Smallfield Road</p>	
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The parcel is predominately open fields and paddocks with some a few residential properties.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p> <p>Any development on the parcel should include sensitive design to protect and enhance the setting of existing residential properties.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	0	No known contamination. The parcel is a mixture of grade 3 and 4 agricultural land	N/A
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No issues identified	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No issues identified	N/A
11. To improve the water quality of rivers and groundwater, and maintain an adequate	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of	-	<p>No water supply issues have been identified.</p> <p>The water quality of Burstow Stream</p>	<p>The majority of the land parcel is not sequentially preferable.</p> <p>In the event of allocation for</p>

supply of water	“serious” water stress <sup>61</sup> . In addition, the Environment Agency’s assessment <sup>62</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		around the parcel is of bad ecological quality but good chemical quality.	development a buffer zone should be included around main river and ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	There is a dense area of woodland in the south eastern corner of the parcel and a dense tree belt along the eastern/ field boundaries.  About half of the parcel falls within the River Mole BOA	Any future development should be designed to maximise the achievement of BOA objectives.  Existing hedgerows and tree cover should be retained and incorporated into any future development on the parcel.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-	There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.  The parcel does not adjoin the urban area and functions as wider countryside  Adjoining grade 2 listed building (Coldlands Farm) – this has very little impact on the parcel as it is well screened by dense woodland cover.  The Surrey wide Landscape Assessment classifies the area as Low	The parcel currently functions as open countryside.  Any new development should be sensitively designed to minimise the local and longer range visual impact of development and reflect the topography of the parcel.  No overriding heritage constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby listed buildings. Historic field patterns should also be

<sup>61</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>62</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	<p>considered and reflected in the design of any development on the parcel.</p> <p>New development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	-	<p>Existing bridleway runs along the eastern and southern boundaries of the parcel. There is a footpath running along the south east corner of the parcel.</p> <p>Current access to the parcel is poor. Horley town centre is approximately 1.7km and Horley train station is less than 1.4km.</p> <p>Nearest bus routes run along Smallfield Road.</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Road infrastructure improvements are likely to be needed as current road access is poor</p> <p>Existing bridleway should be retained and designed into any future development on the site.</p>
15.To ensure that the District adapts to the impacts of the	There are issues around urban heat island effect in urban areas and increased storm occurrence across the	-	Borough wide issue. Much of the parcel lies within historic flood zone 2 and considerable areas fall within	Mitigation measures would be needed to reduce impact of flood risk/ events from increased

changing climate	borough (flooding covered in objective 4).		modelled FZ2.  Climate change may exacerbate flooding within the land parcel and the surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.	development and ensure resilience to climate change.  Environment Agency are undertaking further work in relation to the Burstow Stream.  See also objectives 18 and 19
16. Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17. Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18. To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19. To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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)).

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.

In the event this site is considered for development, further work will be required in relation to:

- 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.

Any new development will need to:

- 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

# SEH11 Land at Harrowsley Green Farm, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	++	The total parcel area is 37 (ha). When flood zone 2 and historic flood events are excluded, at 20dph, the site could accommodate 139 units, at 30dph 209 units and at 40dph 279 units	<p>The majority of the parcel is not sequentially preferable as much of it falls within historic flood zone 2. The northern parts of the parcel also fall within modelled flood zone 2, and flood zone 3.</p> <p>The advice of the Environment Agency is that historic flood zone should be included as part of plan-making assessments.</p> <p>In the event that it a portion of the parcel is allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.</p> <p>See other objectives for other mitigation measures.</p>
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	There are bridleways along the western and southern boundaries of the parcel.	Existing public rights of way (bridleway) should be retained. Open/ green space should be designed into any future development on the land parcel.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is higher than average.	0	This is a borough wide issue and not area specific.	N/A



4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-	<p>The Burstow Stream tributary (main river) forms the western parcel boundary.</p> <p>The majority of the parcel falls within historic flood zone 2. There are substantial areas of the parcel that fall within flood zone 3 and modelled flood zone 2 (northern edge – particularly north east and north west corner)</p> <p>The south east corner of the parcel falls within flood zone 1.</p> <p>Several areas of the parcel are at risk from surface water flooding – 1 in 200 year and 1 in 30 year flood events including the north and east of the parcel.</p>	<p>The risk of flooding constrains any development potential on this site. Only a small proportion in the south eastern part of the parcel doesn't fall within a flood zone which would be suitable for development. There are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area that have fewer constraints.</p> <p>If part of the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and in the surrounding area.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	-	<p>The parcel is more remote than some of the other parcels in Horley. The site is within close proximity to Smallfield Road.</p> <p>The parcel is approximately 2km from Horley town centre and less than 2.5km from Horley railway station.</p> <p>Existing infrastructure and services including GP, schools, and employment area are all less than 2.5km from the land parcel.</p> <p>There are bridleways along the western and southern boundaries of</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Existing bridleways/ public rights of way should be retained and designed into any future development. Consider linking up with adjoining land parcels/ wider countryside. This will add to the wider green infrastructure.</p>

			<p>the parcel.</p> <p>There are several bus routes running along Smallfield Road including 424/ 526/ 527).</p> <p>Access points onto the parcel could be created via Smallfield Road.</p>	Existing public transport infrastructure may need improving to accommodate increase development which could reduce car dependency and improve connectivity and access in the local area.
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site is predominately greenfield used for agriculture. There are clusters of agricultural buildings in the north of the parcel and also along the southern boundary.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p> <p>Any development on the parcel should include sensitive design to protect and enhance the setting of existing properties.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	-	<p>There may be ground gas issues on the south eastern corner of the parcel which will need to be remediated against accordingly (Environmental Health officer comments).</p> <p>A large proportion of the parcel is grade 3 agricultural land and the southern quarter is grade 4.</p>	Further site investigation works needed and appropriate remediation/ mitigation measures needed including ground gas mitigation measures.
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	0	No AQMAs in proximity to this parcel.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	0	No issues identified	N/A
10. To reduce light pollution	There are no significant light issues in the borough.	0	No issues identified	N/A
11. To improve the water quality of rivers and groundwater, and	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate	-	No water supply or quality issues have been identified.	A buffer zone should be included around main river and ditches (5m).

maintain an adequate supply of water	and Banstead falls within an area of “serious” water stress <sup>63</sup> . In addition, the Environment Agency’s assessment <sup>64</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are “no water available” or “over licensed”. This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.		There is a main river bordering the parcel	Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	+	River Mole BOA covers the northern part of the parcel.	Any future development should be designed to maximise the achievement of BOA objectives.
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-/-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The parcel does not adjoin the urban area and functions as the wider countryside</p> <p>Grade 2 listed building (Coldlands Farm) in the south west part of the parcel which is partially screened by tree cover. Coldlands Farm is partially visible from the rest of the parcel, which would need to be considered/ factored into any development on site.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald,</p>	<p>The parcel currently functions as open countryside.</p> <p>No overriding heritage constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby listed buildings.</p> <p>Historic field patterns should also be considered and reflected in the design of any development on the parcel</p> <p>Ensure existing tree cover along the south west part of the parcel is retained to reduce visual intrusion from any new development, and conserve any well-developed hedgerow patterns.</p>

<sup>63</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>64</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			<p>broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	
14. To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	-	<p>There are existing bridleways running along western and southern boundaries of the parcel.</p> <p>The parcel is within close proximity to Smallfield Road. However it is less accessible than some of the other parcels in Horley.</p> <p>Horley town centre is approximately 2km and Horley train station is less than 2.5 km. This provides good connections with Horley town centre and the surrounding area including Gatwick, Crawley, Redhill, London, etc. Other amenities including schools, GP practice and employment areas are within 2km from the parcel.</p> <p>There are a number of bus routes running along Smallfield Road</p>	<p>Existing public rights of way/ bridleways should be retained and incorporated into any future development to improve connectivity/ access to the wider area.</p> <p>Further assessment of the transport implications of any new development would be required including access arrangements</p>

			including 424/ 526/527.	
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-	<p>Borough wide issue. Much of the parcel lies within historic flood zone 2 and considerable areas fall within modelled FZ2 and FZ 3.</p> <p>Climate change may exacerbate flooding within the land parcel and the surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change.</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p> <p>See also objectives 18 and 19</p>
16.Provide for employment opportunities to meet the needs of the local economy	Unemployment is relatively low in the borough; however there are higher levels of unemployment in certain areas.	+	Borough wide issue. New development can provide short term local employment opportunities in the construction phase.	Explore opportunities to use local workers in the construction of any new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough than the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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.

In the event this site is considered for development, further work will be required in relation to:

- 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.

Any new development will need to:

- 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

## SEH12 Land south of Haroldslea Drive, Horley

SA objective	Summary of issues (scoping)	Appraisal score	Appraisal comments	Mitigation / recommendations
1. To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	Housing affordability is a major issue in the borough – census data shows household sizes are remaining large indicating a strong family market. There are homelessness issues. There is a shortfall of Gypsy, Travellers and Travelling Showmen pitches/plots in the borough.	+	The total parcel area is 36.1 (ha)  When flood zones 2 and historic flood event areas of the parcel are excluded from development, at 20dph the site could accommodate 12 units, at 30dph 17 units and at 40dph 23 units	The majority of the parcel is not sequentially preferable as much of it falls within historic flood zone 2. Southern and western parts of the parcel also fall within modelled flood zone 2, and flood zone 3.  The advice of the Environment Agency is that historic flood zone should be included as part of plan-making assessments.  In the event that it a portion of the parcel is allocated, any development would be expected to provide affordable housing in line with Core Strategy housing policy and include housing mix in line with latest SHMA evidence.  See other objectives for other mitigation measures.
2. To facilitate the improved health and wellbeing of the whole population	The borough is in relatively good health, although the age profile shows an ageing population. Life expectancy is 7.4 years lower in the most deprived areas than in the least deprived areas. There is a shortage of school places.	+	There is a bridleway along the northern edge of the site and round Thunderfield Castle situated in the north west corner of the parcel.	Existing public rights of way (bridleway) should be retained. Open/ green space should be designed into any future development on the land parcel.
3. To reduce poverty, crime and social exclusion	Although the borough is relatively affluent, there are pockets of deprivation. It is in these areas that school results are lower than the borough average. The rate of violent crime in the borough is	0	This is a borough wide issue and not area specific.	N/A

	higher than average.			
4. To minimise the harm from flooding	There are areas identified through the SFRA where flooding is an issue.	-/-	<p>The Burstow Stream (main river) forms the western boundary of the parcel. There are a number of tributaries that extend into the northern part of the site.</p> <p>The majority of the parcel falls within historic flood zone 2. The southern and western parts of the parcel fall within modelled flood zone 2. Parts of the site fall within flood zone 3 around the Burstow Stream and the tributaries (around Thunderfield Castle and the south west part of the site).</p> <p>A small corner of the north eastern part of the site does not fall within a flood zone.</p> <p>Parts of the site are at risk from surface water flooding along the western boundary – likely to be affected by 1 in 200 year and 1 in 30 year flood events.</p>	<p>The risk of flooding severely constrains any development potential on this site. Only the north east part doesn't fall within a flood zone which would be suitable for development. However, there are more sequentially preferable sites identified in Horley that could deliver the housing numbers required in the area that have fewer constraints.</p> <p>If part of the site is allocated for development flood any development must be designed to include mitigation measures to manage and reduce flood risk surface water runoff, including to the existing developed area. This includes incorporating buffer zones (main river and ditches), SUDS, etc. to reduce flood risk within the parcel and in the surrounding area.</p>
5. To improve accessibility to all services and facilities	This is a particular issue for the elderly population, and for areas identified as relatively deprived; people who cannot travel far.	-/-	<p>The parcel is less accessible than other parcels in Horley. The site is more remote from services/ utilities than other parcels in Horley.</p> <p>Horley town centre is approx. 2.5km and Horley train station is approximately 2km. Other amenities including schools, GP practice and employment areas are approx. 2.7km from the parcel.</p> <p>There are currently no nearby bus</p>	<p>Further work will need to be undertaken to understand transport implications, including on public transport, and walking and cycling options and access to the parcel</p> <p>Existing bridleways/ public rights of way should be retained and designed into any future development. Consider linking up with adjoining land parcels/ wider countryside. This will add to the</p>



			<p>routes, the nearest ones are along Smallfield Road and Balcombe Road.</p> <p>The site has limited access currently via Haroldslea Drive or Peeks Brook Lane both of which are narrow and would not be able to support any substantial scale of housing growth</p>	<p>wider green infrastructure.</p> <p>Existing public transport infrastructure may need improving to accommodate increase development which could reduce car dependency and improve connectivity and access in the local area.</p>
6. To make the best use of previously developed land and existing buildings	There are regeneration areas identified in the CS and corporate plan.	0	The site is predominately in agricultural use, there is some small scale development/ residential properties along the northern half of the parcel.	<p>Previously developed sites should be developed as a priority in accordance with the Core Strategy, accepting that some greenfield development will be needed within the plan period.</p> <p>Any development on the parcel should include sensitive design to protect and enhance the setting of existing properties.</p>
7. To reduce land contamination and safeguard soil quality and quantity.	Land contamination information shows a number of contaminated sites across the borough. Development can be used to rectify contaminated land issues.	-	<p>Environmental Health (EH) records indicate the north west corner of the parcel was used as a nursery. Further investigation needed to establish previous use/ extent of land contamination.</p> <p>The parcel is agricultural land (grade 4)</p>	Localised site investigation needed to establish level of contamination along the north west corner of the site which was previously used as a nursery. This is unlikely to be a major problem however remediation work may be needed. Mitigation may also be needed to address potential contamination from existing agricultural use
8. To ensure air quality continues to improve	There are a number of AQMAs designated across the borough.	-	The site doesn't fall within an AQMA however the very southern part of the site is relatively close to the M23/spur.	N/A
9. To reduce noise pollution	Noise issues are concentrated near the major roads and under the Noise Preferential Route (concerning aircraft noise from Gatwick)	-	The southern part of the parcel falls within 57db airport noise contour. The parcel is also within proximity of the M23 spur.	Avoid development on the southern part of the parcel which falls within the 57db noise contour and also along the eastern

				boundary which is closest to the M23 spur. Mitigation measures include buffer zones/ retaining/ planting trees to reduce noise impact on future development on the site.
10.To reduce light pollution	There are no significant light issues in the borough.	0	No issues identified	N/A
11.To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	There are groundwater issues in Preston. The borough can experience water shortages in times of drought. Reigate and Banstead falls within an area of "serious" water stress <sup>65</sup> . In addition, the Environment Agency's assessment <sup>66</sup> of water availability and the impacts of existing abstraction on the aquatic environment in the catchment shows that the sub catchments are "no water available" or "over licensed". This means that there is limited environmental capacity locally to support further abstraction to meet demand from new development.	-/-	No water supply issues have been identified.  The water quality of Burstow Stream around the parcel is of bad ecological quality but good chemical quality.	The majority of the land parcel is not sequentially preferable.  In the event of allocation for development a buffer zone should be included around main river and ditches (5m).  Any new development should be designed to incorporate measures such as SUDS to minimize surface run off into local water courses and to contain any pollution /contamination.
12.To conserve and enhance biodiversity within the plan area	There are several designated areas of biodiversity interest and conservation within the borough.	-	There is a SNCI (The Roughs) which includes ancient woodland adjoining the eastern boundary of the parcel.  There are several areas of dense woodland within the parcel. Tree belts define existing field boundaries within the parcel.  Potential SNCI from SEH5 incorporating woodland extending into the parcel from the south western boundary.	Any future development should be designed to maximise the achievement of BOA objectives.  Existing hedgerows and tree cover should be retained and incorporated into any future development on the parcel.

<sup>65</sup> Environment Agency (2007) Areas of water stress: final classification

<sup>66</sup> As shown in the Catchment Abstraction Management Strategy (2006)

			River Mole BOA in the northern part of the parcel.	
13.To protect and enhance the natural, archaeological, historic environments and cultural assets	There are a number of landscape designations and historic and cultural assets in the borough.	-/-	<p>Nearby listed and locally listed buildings are well screened by existing tree cover from the parcel, therefore have limited indivisibility on the parcel.</p> <p>The Surrey wide Landscape Assessment classifies the area as Low Weald Farmland. Lowland weald, broadly undulating. Predominantly farmland with medium-large scale arable fields and occasionally smaller pastoral fields. Well-developed hedgerow networks and dispersed blocks of woodland. Landscape in the east of the character area is more tranquil than west of the Mole floodplain. Long distance views are possible, sometimes obscured by woodland.</p> <p>The Borough wide Landscape Character assessment suggests that land to the east of Horley there is a graduated urban/rural fringe which has a medium to high sensitivity to change with localised areas of lower sensitivity.</p>	<p>The parcel currently functions as open countryside.</p> <p>No overriding heritage constraints subject sensitive design of any future development on site to protect and enhance the setting of nearby listed/locally listed buildings. Historic field patterns should also be considered and reflected in the design of any development on the parcel</p> <p>New development to conserve key landscape characteristics such as well-developed hedgerow patterns and woodland edges.</p>
14.To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure	There are a number of areas in the borough where highway congestion is a real issue. Peak hour traffic flow has been cited as impacting on residents' quality of life.	-/-	<p>There will be some loss of greenfield land, however the impact can be lessened by retaining/incorporating open space and natural features and ensuring sensitive design.</p> <p>The parcel does not adjoin the urban area and functions as wider countryside</p>	<p>Further assessment of the transport implications of any new development would be required.</p> <p>Road infrastructure/access improvements are likely to be needed as current road access is poor</p>

			<p>There is a bridleway along the northern edge of the site and round Thunderfield Castle situated in the north west corner of the parcel.</p> <p>The parcel is less accessible to nearby services/ utilities/ facilities compared with other sites in Horley. Horley town centre is approx. 2.5km and Horley train station is approximately 2km. Other amenities including schools, GP practice and employment areas are approx. 2.7km from the parcel.</p> <p>There are currently no nearby bus routes, the nearest ones are along Smallfield Road and Balcombe Road.</p> <p>The site has limited access currently via Haroldslea Drive or Peeks Brook Lane both of which are narrow and would not be able to support any substantial scale of housing growth</p>	Existing bridleway should be retained and designed into any future development on the site.
15.To ensure that the District adapts to the impacts of the changing climate	There are issues around urban heat island effect in urban areas and increased storm occurrence across the borough (flooding covered in objective 4).	-/-	<p>Borough wide issue. Much of the parcel lies within historic flood zone 2 and considerable areas fall within modelled FZ2 and FZ 3.</p> <p>Climate change may exacerbate flooding within the land parcel and the surrounding areas already at risk from flooding, given the topography of the parcel which is predominately flat.</p>	<p>Mitigation measures would be needed to reduce impact of flood risk/ events from increased development and ensure resilience to climate change.</p> <p>Environment Agency are undertaking further work in relation to the Burstow Stream.</p> <p>See also objectives 18 and 19</p>
16.Provide for employment	Unemployment is relatively low in the borough; however there are higher levels	+	Borough wide issue. New development can provide short term	Explore opportunities to use local workers in the construction of any

opportunities to meet the needs of the local economy	of unemployment in certain areas.		local employment opportunities in the construction phase.	new development
17.Support economic growth which is inclusive, innovative and sustainable	There are a lower number of entrepreneurs in the borough that the rest of Surrey. Economic downturn. Redhill in particular is underperforming as a key commercial destination.	+	Development on the site could support existing local businesses and services in Horley	N/A
18.To achieve sustainable production and use of resources	The South East has a high level of resource consumption per capita.	0	Borough wide issue	Any new development should be designed to incorporate resource and energy efficiency measures and renewable energy measures.
19.To increase energy efficiency and the production of energy from low carbon technologies, renewable sources and decentralised generation systems	Carbon emissions in the South East are high. Surrey Climate Change partnership has the ambition for the county to become one of the lowest carbon areas in the UK.	0	Borough wide issue	

**Conclusions:**

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)).

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.

In the event this site is considered for development, further work will be required in relation to:

- 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.

Any new development will need to:

- 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