

## Appendix J – Sustainable Urban Extension Site Allocation Assessments

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

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 4km from the nearest railway station, 3.5km from the town centre, 2km from the nearest local centre, and 2.75km from the nearest employment area. There is currently no public transport to the site, although a proposed bus route would run very close to the site. There is no dedicated bicycle infrastructure in the area. There are currently no pedestrian facilities on Meath Green Lane. This site offers significant barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site contains some existing residential buildings and some agricultural buildings, but is otherwise not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 2km from the nearest local centre and 3.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	--	By significantly increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to significantly increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The upper half of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

		progresses.	
11 - To reduce flood risk	-	The upper half of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	?	The Burstow Stream makes up the northern boundary of the site and is of mixed quality in this area. Further investigation would be needed to assess the potential impacts on water quality of a development on this site.	Further investigation should be undertaken on the quality of the Burstow Stream in this area and the potential risks such a development might pose to it.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is currently low grade farmland with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Due to the distance from residential areas, this site should not increase the impacts of noise or light pollution. However, because the site is likely to increase car traffic, it is likely to have a negative impact on air quality.	Better public transport links to this site would improve air quality outcomes, as would the inclusion of effective cycling and pedestrian routes.
15 - To protect and enhance landscape character	-	This site is located in the Rural Surrounds of Horley, and adjacent to the Green Belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for settlement separation. The site would be broadly contiguous with the North West Sector development in Horley, but would represent further encroachment into the countryside from this development. Development on the site would therefore be likely to have some impact on landscape character, and would introduce a heavily developed	Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe.

		area to the urban-rural fringe.	
16 - To conserve and enhance biodiversity	0	The Burstow Stream makes up the northern boundary of the site and is of mixed quality in this area, and there may be some risk to biodiversity resources from development. An ancient woodland SNCI lies slightly to the east of the site. However, the site offers the opportunity to complete the Riverside Green Chain in this area, which balances any potential negative effects. The northern half of the site is within the River Mole BOA.	Development on this site should include the completion of the Riverside Green Chain, and development should be located in the southern part of the site to protect the biodiversity of the northern part. Development should be designed to not impact upon the nearby SNCI. Further investigation should be undertaken on the quality of the Burstow Stream in this area and the potential risks such a development might pose to it. Development should aim to improve biodiversity within the BOA.

<b>NWH2 - Land at Bonehurst Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 26 and 52 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A

2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the nearest town centre, although a primary school is within walking distance. A public right of way runs across the site and would need to be preserved. This site will not impact on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to a number of locally listed buildings and Grade II and Grade II Curtilage listed buildings, and an area of archaeological potential. The trees around the boundary of the site mean that development on this site will have very limited impact on these heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 2km from the nearest railway station, and 1.5km from the town centre and employment area. There is a regular bus service along Bonehurst Road, including buses to Redhill. There are no dedicated bicycle facilities in the area, but there are pedestrian pavements along Bonehurst Road. The site is in a reasonably accessible location, and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.

economy			
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses. Only the southwest quadrant of the site is located in Flood Zone 1.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding. Only the southwest quadrant of the site is located in Flood Zone 1.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream passes near the site and is of mixed quality in this area. However, the stream is not directly adjacent to the site, and the site should therefore not have a negative impact. There is a drain at the southern boundary of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is of low grade agricultural quality with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is located in the Rural Surrounds of Horley and adjacent to the Green Belt. However, it is in a tightly contained plot which is adjacent to existing development on three sides, and is therefore its impact on landscape character is likely to be limited. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority) and found to be of moderate importance in safeguarding countryside.	N/A
16 - To conserve and enhance biodiversity	0	The site contains nine trees with Tree Protection Orders, but no other biodiversity constraints, and it is likely that this small number of trees could be protected in any site design. The Burstow Stream runs near the site, but not adjacent to it. The northern half of the site is within the River Mole BOA.	Development on this site should protect trees with TPOs. Development should aim to improve biodiversity within the BOA.

<b>SEH1 - Land at Fishers Farm and Bayhome Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 107 and 214 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station. Part of the site is dedicated as Urban Open Space at the moment, and development on this site would likely open up better access to this space. There is a public right of way along the southern boundary of the site that will need to be retained. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Development on this site could be required to maintain and open up access to the part of the site currently designated as Urban Open Space. Public rights of way should be retained.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to two locally listed buildings and two Grade II listed buildings. These are partially shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is less than 1km from the railway station, 1.2km from the town centre, and 1.5km from the employment area. The site lies close to a road with regular public transport. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road. The site is accessible by sustainable transport modes.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site contains only a very small amount of previously developed residential land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Because of its proximity to transport links, this site is very accessible by sustainable modes, and can somewhat contribute to a reduction in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	Part of the north and east of the site are located within Flood Zone 2 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	Parts of the north and east of the site are located within Flood Zone 2 and areas at risk of surface	Development on parts of the site at risk of flooding should be avoided, and measures



		flooding.	(such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality. There are a number of drains on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is graded as poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	This site is located within the Rural Surrounds of Horley, but is a long distance from the Green Belt, and is sandwiched between areas of existing residential development, and with a motorway and Gatwick Airport close to the south. The site was assessed in the green belt review and rated 5 out of 5 (1 being the highest priority) and found to be of moderate importance for safeguarding countryside. However, the southern part of the site is located within the Gatwick Open Setting. If development avoids the section of the Gatwick Open Setting, there should not be much impact on landscape character.	Development on the site should pay careful attention to the importance of the Gatwick Open Setting and be sensitively designed to respect the need to maintain separation between Horley and Gatwick Airport.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints, although there are group TPOs adjacent to the site.	Development on this site should protect trees with TPOs.

SEH2 - Land West of Balcombe Road			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 46 and 93 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	The parcel is allocated as Urban Open Space at the moment, and some of this space would be lost if the site is developed; though development would also open up access to the remaining open space. A public right of way passes along the northern boundary and would need to be preserved. The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution.	Development on this site could be required to maintain and open up access to as much as possible of the existing Urban Open Space. Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.5km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site lies along a road with regular public transport. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road. The site is reasonably accessible by sustainable modes and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site contains only a very small amount of previously developed commercial land.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities within the borough. However, this short term employment gain may be balanced out by the potential loss of commercial space on the site.	Options for retaining commercial space on the site could be explored.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This site is fairly accessible by sustainable modes, and should not contribute to a significant increase in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	Only a very small amount of this site is located in Flood Zone 2, so the site should be well protected in the case of climate change worsening flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	Only a very small amount of this site is located in Flood Zone 2.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality. There are drains at the eastern and western boundaries of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is mostly poor quality agricultural land, with a small amount of moderate quality land. There is no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway, railway line, and Gatwick Airport. The site is within the Horley AQMA and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	This site is located within the Rural Surrounds of Horley, but is a long distance from the Green Belt, and is sandwiched between areas of existing residential development, and with a motorway and Gatwick Airport directly to the south. The site was assessed in the green belt review and rated 3 out of 5 (1 being the highest priority) and found to be of high importance for settlement separation and moderate importance for safeguarding countryside. The site is entirely within the Gatwick Open Setting. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe. However, there is no way for development on this site to avoid infringing on the Gatwick Open Setting.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>SEH3 - Land East of Balcombe Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	0	The site is small and could provide only a limited amount of housing. The entire site falls within the 57 decibel noise contour of Gatwick Airport, severely reducing the likelihood of housing being considered appropriate on this site.	Mitigation measures should be investigated for reducing noise impacts on this site.

2 - To facilitate the improved health and wellbeing of the whole population	-	The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution. A public right of way runs along the southern and eastern boundaries of the site, and should be preserved.	Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.5km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site lies along a road with regular public transport. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road. The site is reasonably accessible by sustainable modes and unlikely to significantly increase car usage.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	-	Development on this site would likely see the loss of some existing businesses, including a public house and restaurant, although it may also see residential densities increased. However, considering the troublesome location of the site and the availability of other sites, this may not be the best possible use of previously developed land.	Options should be explored for the retention of existing businesses on the site.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of	0	New developments provide short term employment opportunities within the borough. However, this short term employment gain	Options should be explored for the retention of existing businesses on the site.

the local economy		may be balanced out by the potential loss of commercial space on the site.	
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	This site is fairly accessible by sustainable modes, and should not contribute to a significant increase in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The west of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The west of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The site is unlikely to have an impact on water quality. There are drains at the southern and western boundaries of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	--	The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport. The site is entirely within the 57 decibel noise contour for the airport. The site is adjacent to the Horley AQMA and falls within the M23 buffer zone and suffers from poor air quality. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. The site was assessed as part of the green belt review and rated 3 out of 5 (1 being the highest priority) and found to be of high importance for settlement separation and moderate importance for safeguarding countryside. The site is entirely within the Gatwick Open Setting. Development here would reduce the gap between Horley and Gatwick, and consequently have quite a significant impact on landscape character.	Development on this site should be focused on the areas closest to the existing urban area and further away from the green belt boundary. Development should be sensitively designed to respect the location on the urban-rural fringe. However, there is no way for development on this site to avoid infringing on the Gatwick Open Setting.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints.	N/A

<b>SEH4 - Land off The Close and Haroldslea Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 101 and 151 housing units, at either low or medium density. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	A public right of way runs along the eastern boundary of the site and should be preserved. The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution.	Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains two Grade II listed buildings, in the centre and east of the site. These are partially shielded by trees, but additional development on the site would need to respect the setting of these assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	++	The site is 1km from the railway station, and 1.5km from the town centre and the employment area. Regular public transport runs close to the site. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Balcombe Road, and pedestrian and bicycle access may also be possible through nearby residential streets. The site is therefore fairly accessible by sustainable transport modes.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	+	Much of the site is previously developed land used for residential buildings and some commercial use. Development here would represent a densification of an already largely developed area, and could be considered a good use of previously developed land.	Development on this site could include some provision for shops or other employment elements.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	0	New developments provide short term employment opportunities within the borough. However, this short term employment gain may be balanced out by the potential loss of commercial space on the site.	Options should be explored for the retention of existing commercial uses on the site.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	+	Because of its proximity to transport links, this site is very accessible by sustainable modes, and can somewhat contribute to a reduction in greenhouse gases.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	The western part of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.



11 - To reduce flood risk	-	The western part of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	The Burstow Stream passes near the site and is of poor quality in this area. However, the stream is not directly adjacent to the site, and the site should therefore not have a negative impact. There is a drain along the southern and eastern boundaries of the site, a pond in the northwest corner of the site, and another pond adjacent to the site to the east, all of which would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	+	There is no known contamination on this site, but some contamination may have arisen from the industrial unit currently located in the centre of the parcel. Redevelopment on this site would require any contamination to be remediated, and could therefore have a positive impact. The site consists primarily of moderate quality agricultural land.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport. The site is close to the Horley AQMA. The southernmost portion of the site falls within the 57 decibel noise contour of the airport. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and already contains a number of residential areas. The site was assessed in the green belt review and rated 5 out of 5 (1 being the highest priority) and found to be of moderate importance for checking sprawl. The southern part of the site is located within the Gatwick Open Setting. Consequently, development on this site would have some impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe. Development on the site should aim to avoid building in the Gatwick Open Setting.
16 - To conserve and enhance biodiversity	0	The site contains a number of trees with Tree Protection Orders that would need to be preserved. These are scattered throughout the site and development can likely take place around them without too much disturbance.	Development on this site should protect trees with TPOs.

<b>SEH5 - Land West of Burstow Stream</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 158 housing units, at an appropriate density for the site. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	A number of public rights of way run along the boundary of the site, and one public right of way runs through the site, and these will need to be retained. The site is very close to Gatwick Airport and the motorway, and is likely to have negative impacts on health and wellbeing from air and noise pollution.	Public rights of way should be retained. Design measures should be explored for reducing the impacts of noise and air pollution on the site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to some locally listed buildings at Haroldslea House and two Grade II listed buildings in site SE4 to the west. These are well shielded from the	N/A

		rest of the site by trees.	
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the railway station and 1.7km away from the town centre and employment area, and is only accessible from a narrow road with no public transport. There is no dedicated bicycle infrastructure in the area, although Haroldslea Drive contains some pedestrian pavements. However, due to the location and access routes, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site contains only a very small amount of previously developed residential land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Some eastern parts of this site are located in Flood Zones 2 or 3 or in areas at risk of surface flooding, however these areas are limited enough that development could take place in such a way as to avoid them.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	0	Some eastern parts of this site are located in Flood Zones 2 or 3 or in areas at risk of surface flooding, however these areas are limited enough that development could take place in such a way as to avoid them.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area, and a large development in this location may cause further damage through run-off. There is also a pond in the west of the site that should be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	+	This site will not have an impact on soil quality - the site is half of moderate agricultural quality and half of poor quality. The site may contain some contaminated land due to former industrial use, and this would need to be investigated and remediated if development takes place, leading to a possible improvement in land contamination.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site itself may suffer from noise pollution from the nearby motorway and Gatwick Airport. The southernmost portion of the site falls within the 57 decibel noise contour of the airport and the 100m noise and air quality buffer zone of the M23. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	The site is located in the Rural Surrounds of Horley, but is quite a distance from the Green Belt, and fairly close to residential areas. However, the site was assessed in the green belt review and rated 1 out of 5 (1 being the highest priority) and found to be of high importance for checking sprawl and safeguarding countryside, and moderate importance for separating settlements. The southern part of the site also falls within the Gatwick Open Setting. Regardless of the proximity to the heavy infrastructure of the motorway, development on this site would likely have a significant impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe. Development on the site should aim to avoid building in the Gatwick Open Setting.
16 - To conserve and enhance biodiversity	-	Part of the site is a potential area of nature conservation importance, which would be at risk in the case of development on the site. The eastern side of the site is within the River Mole BOA.	Buffer zones may be required between development on the site and the potential SNCI. The development should aim to improve biodiversity within the BOA.

<b>SEH6 - Land at Newstead Hall</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	Public rights of way run along all boundaries except the east, and will need to be retained. The site is heavily wooded at the moment, and removal of some of these trees for development may impact on air quality and cooling in the immediate vicinity.	Public rights of way should be retained. Options should be explored for maintaining as many trees as possible.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites, although there are two locally listed buildings just to the southeast of the site. These are well shielded from the site by trees.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1km from the railway station, 1.3km from the town centre, and 1.5km from the employment area. There is no public transport directly to the site, although public transport runs regularly along nearby Balcombe Road. There is no dedicated bicycle infrastructure in the area, although Haroldslea Drive contains some pedestrian pavements. The location is somewhat sustainable, although access issues may provide some barriers to sustainable transport.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	There is a small amount of previously developed residential land on the site, but otherwise the site is not previously developed.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	Development on this site could include some provision for shops or other employment elements.
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	Development on this site could include some provision for shops or other employment elements.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being fairly accessible by sustainable transport modes, the site is likely to have a limited impact on greenhouse gas emissions.	N/A
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a drain along the northern edge of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - the site is predominantly poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley and therefore less likely to have a strong negative impact on landscape character. The site was assessed in the green belt review and rated 5 out of 5 (1 being the highest priority) and found to have moderate importance for safeguarding countryside. The landscape character impact on this site is likely to be limited, as long as development is sensitively integrated with the woodland character of much of the site.	Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to integrate development with the woodland character of the site.
16 - To conserve and enhance biodiversity	--	A large proportion of the site is covered with dense, protected woodland which provides an important habitat for biodiversity. Development on this site would almost certainly lead to the loss and fragmentation of some of this habitat. The eastern half of the site is within the River Mole BOA.	It is unlikely that any mitigation could be taken to avoid damaging biodiversity on this site. Development should aim to improve biodiversity within the BOA.

SEH7 - Land at Wilgers Farm			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 30 and 60 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	-	This site has previously been considered as a possible town park for Horley, and an alternative use would prevent delivery of recreation, sport, and leisure options on the site. This could have a negative effect on the health of Horley residents. A public right of way runs along the western boundary of the site and would need to be retained.	Public rights of way should be retained. If development takes place on this site, alternative provision for a town park in Horley should be identified.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site currently contains three locally listed buildings, and is adjacent to a Grade II listed buildings. All of these heritage assets are somewhat shielded by trees, and at the far southwestern or northwestern corners of the site.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from the employment area, 1.2km from the town centre, and 1.5km from the railway station, and there is good public transport access along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but pedestrian facilities are available on Smallfield Road. This site is fairly accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is mostly not previously developed land, with some residential properties in the northwestern and southwestern corners.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A



7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being accessible by sustainable transport, the site is likely to have a limited impact on greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - an employment site in this location may cause further damage through run-off. There are also drains to the west of the site and through the centre of the site, and these would need to be protected from the impact of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is a combination of moderate and poor grade agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley and therefore less likely to have a strong negative impact on landscape character. The site was assessed in the green belt review and rated 4 out of 5 (1 being highest priority) and found to have a high importance for safeguarding countryside. The landscape character impact on this site is likely to be limited.	N/A
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The eastern half of the site, and much of the northern part of the site, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH8 - Land at Farney View Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	-	Discounting flood zone areas that could not be used for housing, the site could likely accommodate between 3 and 7 housing units, depending on the density found to be appropriate for the area. The site is not a suitable choice for achieving this objective.	Due to the major constraint of the flood zone, the site is not sequentially preferable for housing unless and until all other potential sites have been developed or proven unsuitable.
2 - To facilitate the improved health and wellbeing of the whole population	0	There is a public right of way along the southern and western boundaries that will need to be retained. Some amount of walking may be stimulated by the site being fairly close to the town centre and railway station. This site is unlikely to have much impact on health and wellbeing	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains no archaeological or historical assets, although it is close to some locally listed buildings at Wilgers Farm. These are fairly well-shielded by trees.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from the railway station and 1.3km from the town centre and employment area, and there is good public transport access along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but access is likely to be through a quiet residential road which also contains pedestrian pavements. This site is fairly accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.3km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to being accessible by public transport, the site is likely to have a limited impact on greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The site is almost entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The site is almost entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a stream running through the site, and a drain along the northern boundary, both of which will need to be carefully protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of Horley. The site was assessed in the green belt review and rated 3 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl. The landscape character impact on this site is likely to be limited.	Development should be sensitively designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The majority of the site, with the exception of small areas to the south and west, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH9 - Land East of Wilgers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	--	Housing delivery for this site has not been calculated, as the entire site is within Flood Zones 2 and 3, and is therefore not suitable for housing while other sites are available.	Due to the major constraint of the flood zone, the site is not sequentially preferable for housing unless and until all other potential sites have been developed or proven unsuitable.

2 - To facilitate the improved health and wellbeing of the whole population	0	This site is unlikely to impact health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 2km from the railway station and 1.7km from the town centre and employment area, although public transport routes run close to the site along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but there are pedestrian pavements on Smallfield Road. The distance from the centre of Horley means this site is likely to increase car use.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	--	The entire site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site (on both sides, including a branch of the stream) and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley, but is on the edge of the urban area of the town and would represent a clear extension of the town, jutting out into the countryside. The site is close to some residential properties, but in general would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and was rated 3 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl. Development on this site would likely have some negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. Almost the entire site, with the exception of a small area in the southeast, is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

SEH10 - Land East of Farney View Farm			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 21 and 42 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. There are public rights of way along the southern and eastern boundaries of the site, and one that crosses the site, and these would need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	This site contains no archaeological or historical sites, although it is adjacent to a scheduled ancient monument and a Grade II listed building. These heritage assets are both well shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 1.4km from the railway station, 1.7km from the town centre, and 2km from the employment area. The site is located in area with no public transport. There is no dedicated bicycle infrastructure in the area, and limited accommodation for pedestrians. This site offers significant barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	There are a small number of residential properties on the site, but the rest of the site is in agricultural commercial use.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.7km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and

economy			pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	A large proportion of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	A large proportion of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a small tributary of the stream on the east side of the site.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is unlikely to have any impact on noise or light pollution in isolation, due to its difference from existing residential properties. There may be a slight decrease in air quality due to additional car use.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley. The site stands at some distance from the nearest area of concentrated residential development, and is clearly outside the existing urban area. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and rated 3 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and moderate importance for checking sprawl and separating	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.



		settlements. Development on this site would likely have a negative impact on landscape character.	
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The western half of the site, and small areas in the south and east of the site, is within the River Mole BOA.	N/A

<b>SEH11 - Land at Harrowsley Green Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 139 and 279 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. A public right of way passes through the western portion of the site and along the southern boundary and should be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains one locally listed building and one Grade II listed building, and is adjacent to a scheduled ancient monument. These assets are located on the periphery of the site, but development must be careful not to impact on their settings.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 2.5km from the railway station, and 2km from the town centre and the employment area, although there are some public transport routes passing the site along Smallfield Road. There is no dedicated bicycle infrastructure in the area, but there are pedestrian pavements on Smallfield Road. Access from the south along Haroldslea Drive is even less suitable in terms of bicycle and pedestrian space. This site offers significant barriers to the use of sustainable transport, and would be likely to significantly increase car use in the area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site has some scattered residential properties, but is mostly not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	-	Large parts of the site are located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses. However, there is	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

		still significant space to develop, even if areas prone to flooding are not used.	
11 - To reduce flood risk	-	Significant parts of the site are located within Flood Zones 2 and 3 and areas at risk of surface flooding. However, there is still significant space to develop, even if areas prone to flooding are not used.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is partially adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. There is also a small pond on the site that should be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	+	The site consists of a mix of moderate and poor quality agricultural land, and part of the site is subject to localised ground contamination. Development on this site would be required to remediate this contamination.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, but is some distance from the main urban area of Horley and would represent a somewhat isolated addition to the edge of the town, despite being adjacent to a small collection of residential properties. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and separating settlements and moderate importance for checking sprawl. Development on this site would likely have a negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area. However, this site is considered to play an important role analogous to the green belt, and it is likely that no level of mitigation could fully counteract the landscape impacts of development.
16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. The northern half of the site is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.

<b>SEH12 - Land South of Haroldslea Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate between 12 and 23 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	This site will not impact on health and wellbeing. Public rights of way pass across the northern and eastern boundaries of the site, and will need to be retained.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	--	This site contains a scheduled ancient monument and three locally listed buildings that may be impacted by any development, although these are currently well shielded by trees.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is 2km from the railway station, and 2.5km from the town centre and the employment area, and there are no public transport routes passing the site. There is no dedicated bicycle infrastructure in the area, and there are currently no pedestrian pavements on Haroldslea Drive. This site offers significant barriers to the use of sustainable transport, and would be likely to significantly increase car use in the area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	There is scattered residential development across the site, but the site is primarily not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 2.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the need to travel, this site would likely increase greenhouse gas emissions	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	--	The majority of the site is located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Burstow Stream is adjacent to the site and has been identified as being of poor ecological quality in this area - a development in this location may cause further damage through run-off. The site also contains a drain, a number of small ponds, and a moat around a scheduled monument, all of which should be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site is unlikely to have any impact on noise or light pollution in isolation, due to its difference from existing residential properties. There may be a slight decrease in air quality due to additional car use. There may also be impacts from the nearby M23 motorway, and the southernmost part of the site falls within the 57 decibel noise contour of Gatwick airport.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, but is some distance from the main urban area of Horley and would represent a somewhat isolated addition to the edge of the town. The site would be likely to reduce the openness of this area of countryside. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and separating settlements and moderate importance for checking sprawl. Development on this site would likely have a negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area. However, this site is considered to play an important role analogous to the green belt, and it is likely that no level of mitigation could fully counteract the landscape impacts of development.

16 - To conserve and enhance biodiversity	-	The site contains part of a Potential Site of Nature Conservation Importance and is adjacent to an existing SNCI. Development on this site would have to be careful not to impact on these habitats, and buffer zones may be required. Much of the south and west of the site is within the River Mole BOA.	Development should be designed to not impact upon the nearby SNCI, and a buffer zone may be appropriate. Development should aim to improve biodiversity in the BOA.
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<b>EH1 - Land at Langshott Wood</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 15 housing units at an appropriate density for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is within walking distance of a number of facilities, and may encourage some walking. There is currently no public access to the site, but constraints mean much of the site would be unlikely to be opened up by development. This site will not impact strongly on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located 1.2km from Horley town centre and 1.5km from the train station. Secondary and primary schools, and the employment area, are within 1km of the site, but the nearest GP surgery is currently 1.8km away. There are no buses that directly pass the site, although they do go reasonably close by. There are no dedicated bicycle facilities in the area, and although Smallfield Road to the south of the site contains good pedestrian facilities, Langshott Wood to the east is narrow and has no pedestrian pavements. However, the area to the west is suburban and residential, and likely to offer quiet and safe bicycle and pedestrian routes. This site is not likely to have a significant effect on car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site contains some residential previously developed land, and development on this site would represent a densification of this use. However, most of the site is not previously developed and contains dense woodland.	Development should focus on the previously developed part of the site, and avoid the woodland where possible.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A



10 - To adapt to the changing climate	-	The northern half of the site is located within Flood Zone 2 and there are areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	-	The northern half of the site is located within Flood Zone 2 and there are small areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site is not expected to have an impact on water quality. There is a drain along the northern boundary of the site that should be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is mixed moderate and poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the Rural Surrounds of Horley, but is contiguous with the main urban area of Horley. However, due to biodiversity constraints, it is likely that only the eastern side of the site could be developed, creating a separation from the urban area. The site was assessed in the green belt review and rated 5 out of 5 (1 being highest priority) and found to be of moderate importance for safeguarding countryside. Development on this site would likely have some negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to integrate development with the woodland character of the site.

16 - To conserve and enhance biodiversity	--	<p>The majority of the site is covered by the Langshott Wood Ancient Woodland, with additional TPOs adjacent to the southern boundary of the site. Development on this site would have to be careful not to impact on the woodland, and buffer zones may be required. However, development on this site would almost certainly lead to the loss and fragmentation of some of this habitat. A very small area in the north of the site is within the River Mole BOA, and the BOA is also close to the southern tip of the site.</p>	<p>It is unlikely that any mitigation could be taken to avoid damaging biodiversity on this site unless development was significantly restrained in order to keep a buffer zone in place around the ancient woodland. Development should aim to improve biodiversity within the BOA.</p>
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<b>EH2 - Brook Wood</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 15 housing units at an appropriate density for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The eastern part of this site could be used to 'complete' the Riverside Green Chain, as long as public access was maintained. This part of the site is located in Flood Zones 2 and 3, and is therefore not likely to be suitable for housing developments. Public rights of way run along the western boundary of the site, and across the site, and would need to be preserved. The increased access to public open space could have health benefits for the population, although the site itself is not walking distance from the town centre.	Development on this site should be required to include the completion of this section of the Riverside Green Chain as a condition of planning permission. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is located 1.5km from Horley town centre, railway station, the employment area, and local primary and secondary schools, and 2km from the nearest GP surgery. There are buses along Smallfield Road, but these pass only the southernmost extremity of the site. There are no dedicated bicycle facilities in the area, and although Smallfield Road to the south of the site contains good pedestrian facilities, Langshott Wood to the west is narrow and has no pedestrian pavements. This site offers significant barriers to the use of sustainable transport, and would be likely to significantly increase car use in the area.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed land, although there are some residential properties scattered along the western edge of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing car traffic, this site would not reduce greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	This site will not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Burstow Stream forms the southern, eastern, and northern boundary of the site, and development would have to be careful not to worsen the quality of the stream through run-off. The site also contains a number of drains and four small ponds that would need to be protected from the effects of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, and is only somewhat contiguous with the main urban area of Horley, being located mostly in an area with a more rural character. The separation from the main urban area is further emphasised because of the gap that would be created by the ancient woodland to the west of the site. Development on this site would consequently stand out as a separate extension from the rest of Horley. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and settlement separation and moderate importance for checking sprawl. The site was found to be a key element in preventing the convergence of Horley and	Development should be sensitively designed to respect the location on the urban-rural fringe, and should aim to integrate development with the woodland character to the west of the site. Development should be located within the site so as best to maintain separation between Horley and Smallfield.

		Smallfield. Development on this site would likely have a strong negative impact on landscape character.	
16 - To conserve and enhance biodiversity	-	The northeast of the site contains the Brook Wood SNCI and ancient woodland site, and development would need to be designed to protect this asset, possibly through the use of buffer zones. Most of the east and south of the site is within the River Mole BOA.	Buffer zones could be put in place to protect biodiversity assets from the effects of development. Development should aim to improve biodiversity within the BOA.

EH3 - Land North of Smallfield Road			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 40 housing units at an appropriate density for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is not within walking distance of the town centre or associated facilities. There are public rights of way along the northern boundary and across the site, and these should be retained. This site will not impact strongly on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their	0	Development on the site would not affect any heritage assets.	N/A

settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is located 1.2km from Horley town centre and 1.5km from the train station. Secondary and primary schools, and the employment area, are within 1km of the site, but the nearest GP surgery is currently 1.8km away. Buses pass the site along Smallfield Road. There are no dedicated bicycle facilities in the area, although Smallfield Road to the south of the site contains good pedestrian facilities. This site is reasonably accessible by sustainable modes of transport and is not likely to have a significant effect on car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	+	The site contains a number of residential properties along Smallfield Road, and densification may be considered a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.2km from Horley town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its relatively sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding, both of which may worsen as climate change progresses.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	--	The site is entirely located within Flood Zones 2 and 3 and areas at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Burstow Stream forms the northern boundary of the site, and development would have to be careful not to worsen the quality of the stream through run-off.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	This site will not have an impact on land contamination or soil quality - site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	--	The site is located within the Rural Surrounds of Horley, and is not contiguous with the main urban area of Horley, being located in an area with a more rural character. Development on this site would clearly stand out as an extension from the rest of Horley. The site was assessed in the green belt review and rated 1 out of 5 (1 being highest priority) and found to be of high importance for safeguarding countryside and settlement separation and moderate importance for checking sprawl. Development on this site would significantly reduce the separation between Horley and Smallfield. Development on this site would likely have a strong negative impact on landscape character.	Development should be sensitively designed to respect the location on the urban-rural fringe. Development should be located within the site so as best to maintain separation between Horley and Smallfield. Development may have to be of relatively low density to achieve this, making the site less useful as an urban extension.

16 - To conserve and enhance biodiversity	0	The site contains no biodiversity constraints. Brook Wood SNCI and ancient woodland is slightly to the north of the site, but as the northern area of the site is in Flood Zone 3, this is likely to protect the biodiversity assets from nearby development. With the exception of some very small areas in the west, the entire site is within the River Mole BOA.	Development should aim to improve biodiversity within the BOA.
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ERM1 - Land at Hillsbrow			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 113 and 216 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station, and the size of the potential development would mean that further open space provision would likely be provided. The site is also within a reasonable walking distance from other open spaces, including Memorial Park. There is currently no public access to the site, and development on this site would open up greater access to the countryside. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains one locally listed building on the southern boundary, and two Grade II listed buildings a Grade II listed curtilage on the northern boundary. These are all located at the periphery of the site, and currently well shielded from the rest of the site by trees, so development is unlikely to have a strong impact on the setting.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.



4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from Redhill town centre, train station, and employment area, 1km from the nearest primary school, 1.2km from the nearest secondary school, and 1.5km from the nearest GP surgery. A number of bus routes run along the A25 on the northern boundary of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are narrow on the A25 and would need to be improved; there are currently no pedestrian pavements on Philanthropic Road to the south of the site. The hilltop location may also discourage walking and cycling somewhat. However, the site is in a generally sustainable location and is accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed land, with only a small number of residential properties present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk. Care should be taken to manage runoff from the development to avoid increasing flooding risk in the surrounding area due to the steep topography of the site.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	+	Parts of the site have previously been quarried/backfilled, and development on this site would require this issue to be investigated and any contamination remediated. Part of the site contains poor quality agricultural land.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site may suffer from various forms of pollution. Proximity to a landfill site and to the A25 may affect air quality and noise pollution for residents on the site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	<p>The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside and settlement separation. The site is elevated and can be viewed from some distance away, particularly the southern slope. Views from the site itself are often obscured by tree cover at present. The site is contiguous with existing residential properties to the west only, and the developments would likely be separated by the ancient woodland area, reducing the impression of the site as an extension of the existing urban area. The topography of the site also makes it seem relatively remote from the surrounding residential area. The AGLV is close to the site to the east, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. The development would likely have a strong impact on the landscape character and would need to be carefully designed to avoid this and particularly to avoid impacting on the setting of the AGLV.</p>	<p>Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.</p>
16 - To conserve and enhance biodiversity	-	<p>There are areas of ancient woodland at both the western and eastern ends of the site. A small area of the Holmethorpe Sandpits SNCI is adjacent to the northern boundary of the site. Buffer zones may need to be implemented around these assets to protect them. The majority of the rest of the site is also heavily wooded, and many of these trees may have to be lost to make space for development. The northern edge of the site is very close to the Holmethorpe and Bay Pond BOA.</p>	<p>Buffer zones should be considered to protect ancient woodlands and the SNCI from the impacts of development. Development should be sensitively designed to protect as much of the remaining woodland as possible and to integrate development with the woodland character of the site. Development should aim to improve biodiversity within the BOA.</p>

ERM2 - Land West of Copyhold Works			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 79 and 157 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station. The site is also within a reasonable walking distance from other open spaces, including Memorial Park. There are public rights of way along the western boundary of the site and across the northern section of the site, and these should be retained. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	+	The site is 1km from Redhill town centre, train station, and employment area, 1km from the nearest primary school, 1.2km from the nearest secondary school, and 1.75km from the nearest GP surgery. A number of bus routes run along the A25 on the southern boundary of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are narrow on the A25 and would need to be improved. The elevated location may also discourage walking and cycling somewhat. However, the site is in a generally sustainable location and is accessible by sustainable modes of transport.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously	0	The site is not previously developed land, apart from one	N/A

developed land and existing buildings		residential property in the southwest corner.	
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only one very small, isolated area at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk. Care should be taken to manage runoff from the development to avoid increasing flooding risk in the surrounding area due to the steep topography of the site.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	-	The Redhill Brook runs just to the north of the site and is of poor quality in this area. Development on this site will need to investigate ways to ensure the water quality is not further impacted. There is a drain on the western boundary of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.

13 - To reduce land contamination and safeguard soil quality and quantity	+	The site is likely to currently suffer from some contamination due to proximity to the Copyhold Works, and development on this site would require this issue to be investigated and any contamination remediated. The site does not contain any agricultural land.	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	The site may suffer from various forms of pollution. Proximity to a landfill site and to the A25 may affect air quality and noise pollution for residents on the site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The site is elevated and can be viewed from residential areas to the north. The site is contiguous with existing residential properties to the west and north, and would appear as a slight extension of the existing urban area. The area to the east is a landfill, which separates the site from the setting of the AGLV further to the east. Development on this site would have limited impact on landscape character.	Development should be sensitively designed to protect views of the countryside.
16 - To conserve and enhance biodiversity	--	Almost the entire site falls within the Holmethorpe Sandpits SNCI, and development here would be likely to have an extremely significant negative impact on biodiversity. Almost all of the site is within the Holmethorpe and Bay Pond BOA.	It is unlikely that any mitigation could be taken to avoid damaging biodiversity on this site due to the SNCI designation.

ERM3 - Former Copyhold Works			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 92 and 183 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of the town centre and railway station. The site is also within a reasonable walking distance from other open spaces, including Memorial Park. There is currently no public access to the site and development on this site would open up greater access to the countryside. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site is adjacent to two Grade II listed buildings and a Grade II listed curtilage. These are well shielded by trees.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	0	The site is 1.2km from Redhill town centre, train station, and employment area, 1km from the nearest primary school, 1.2km from the nearest secondary school, and less than 2km from the nearest GP surgery. A number of bus routes run along the A25 on the southern boundary of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are narrow on the A25 and would need to be improved. The elevated location may also discourage walking and cycling somewhat. However, the site is in a fairly sustainable location and will be unlikely to significantly increase traffic or reduce accessibility.	Development should incorporate pedestrian and cycle linkages.

5 - To make the best use of previously developed land and existing buildings	+	The site is previously developed land, consisting of a landfill site and a small number of residential properties. Residential development on this site would contribute strongly to meeting housing need in the borough, and this can be considered a good use of previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from Redhill town centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	-	New developments provide short term employment opportunities within the borough. However, this would be counterbalanced by the loss of existing employment on the site.	Consideration should be given to the possibility of including employment uses on the site or elsewhere, to counterbalance the loss of existing facilities.
8 - To reduce greenhouse gas emissions and move to a low carbon economy	0	Due to its fairly sustainable location, the site is unlikely to worsen greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk. Care should be taken to manage runoff from the development to avoid increasing flooding risk in the surrounding area due to the steep topography of the site.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and	0	Development on this site would not have an impact on water quality.	N/A



groundwater, and maintain an adequate supply of water			
13 - To reduce land contamination and safeguard soil quality and quantity	++	<p>The site is very likely to suffer from land contamination, due to its location next to a landfill and former industrial use. Development on this site would be required to remediate this contamination before going ahead, and if this proves to be possible it represents a good opportunity to reduce land contamination in the borough. The site contains no agricultural grade land.</p>	Development on this site should include remediation of any contamination.
14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	<p>The site may suffer from various forms of pollution. Proximity to a landfill site and to the A25 may affect air quality and noise pollution for residents on the site. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may also be slightly impacted by an increase in traffic.</p>	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	<p>The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and settlement separation. The site is elevated and visible at long range, and long range views are possible from the top of the site. The site is not contiguous with the existing urban area, and would represent a 'gap' in the built up area unless site ERM2 were developed at the same time. The area is currently a landfill and quarry, clearly showing human impact on the landscape. The AGLV is located slightly to the east of the site, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. Development on this site would</p>	Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.

		likely have some impact on landscape character.	
16 - To conserve and enhance biodiversity	-	The site is surrounded on the north, west, and east sides by the Holmethorpe Sandpits SNCI, and a buffer zone may be required to ensure this biodiversity asset is not damaged by development on this site. There are two individual TPOs in the southeastern corner of the site which should be retained. The northeastern section of the site falls within the Holmethorpe and Bay Pond BOA.	Buffer zones should be considered to protect the SNCI from the impacts of development. Development should be designed to retain trees with TPOs. Development should aim to improve biodiversity within the BOA.

ERM4 - Land South of Bletchingley Road			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 81 and 163 housing units, although the lower density option is likely to be most appropriate for this site due to its sensitive location. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the nearest town centre, although a primary school and GP surgery are within walking distance. The site is close to nature reserves that may provide some opportunities for physical activity - however, these are already publicly accessible due to public rights of way that run along the southern and eastern boundaries of the site, and through the middle of the site. Development on this site is unlikely to have much effect on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is one locally listed building on the site. Although this asset is not well shielded from the rest of the site, it is on the far northern boundary of the site, and development could likely take place without significant impact.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the

			heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.2km from the Portland Road local centre and 1.75km from the nearest railway station. However, it is 4.4km from the closest town centre in Redhill. A primary school is 1km away, and a GP surgery 1.2km; but the nearest secondary school is 4km away, and the nearest employment area 2.5km. A bus route runs past the northwest corner of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are extremely limited on Bletchingley Road in the area of the site, but this would likely be improved in the event of development. However, due to the distance of the site from town centres, employment areas, and some facilities and services, this site offers notable barriers to sustainable transport and is likely to increase car use.	Development should incorporate pedestrian and cycle linkages.
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed, but the northwestern corner contains a recent housing development which would be retained, and there are scattered residential properties in the rest of the site.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from the Portland Road local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site is not expected to have an impact on water quality, however the Spyne Meres wetlands are located just to the south of the site, and development should ensure that there are no unintended consequences on this habitat.	Investigation should be undertaken to ensure that development will not impact the nearby wetlands.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	-	The site is located within the green belt, although it is considered to be of 'urban edge' character. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and safeguarding countryside. There are some long views of fields and lakes available, but the landscape in the area has also been substantially affected by quarrying activities and other infrastructure. The site is somewhat on the edge of the existing urban area and would 'jut out' into the countryside, although there is a small amount of residential development already on the site. Development on this site would likely have some impact on landscape character.	Development should also be designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	-	There are no biodiversity constraints on the site itself, but the Holmethorpe Sandpits SNCI is adjacent to the site to the south, and the Spyne Meres wetland nature reserve is to the south and east of the site (including across the borough boundary in Tandridge). The closeness of these attractive but sensitive areas may increase recreational pressure on them. Buffer zones may need to be implemented to ensure that development does not have an impact on these habitats, and the potential sensitivity of the area may reduce the development potential. A small section of the south of the site falls within the Holmethorpe and Bay Pond BOA.	Investigation should be undertaken to ensure that development will not impact the nearby wetlands, including the possibility of buffer zones. Development should aim to improve biodiversity within the BOA.

<b>ERM5 - Oakley Farm, Off Bletchingley Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 100 and 200 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs	N/A

		in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is some distance from the nearest town centre, although a primary school and GP surgery are within walking distance. The site is close to nature reserves that may provide some opportunities for physical activity. There are public rights of way along the northern and eastern boundaries of the site that should be retained. The site is near to the M25 and M23, and there may be some health impacts based on air and noise pollution. Development on this site is unlikely to have much effect on health and wellbeing.	Public rights of way should be retained. Mitigation options should be explored to reduce the impacts of air and noise pollution on residents.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	There are three locally listed buildings on the site, although these are at the very western edge, opposite residential developments. There is a locally listed building adjacent to the site to the south, but this is well shielded by trees. More importantly, there is a Grade II listed building adjacent to the site at the northwest, and the setting of this asset could be impacted by development on the northern part of the site.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	-	<p>The site is 1.2km from the Portland Road local centre and 1.75km from the nearest railway station. However, it is 4.4km from the closest town centre in Redhill. A primary school is 1km away, and a GP surgery 1.2km; but the nearest secondary school is 4km away, and the nearest employment area 2.5km. A bus route runs near (but not directly past) the west of the site. There is no dedicated bicycle infrastructure in the area. Pedestrian facilities are extremely limited on Bletchingley Road in the area of the site, but this would likely be improved in the event of development. There may also be pedestrian access available through nearby residential streets. However, due to the distance of the site from town centres, employment areas, and some facilities and services, this site offers notable barriers to sustainable transport and is likely to increase car use.</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	0	<p>The majority of the site is not previously developed, with the exception of scattered residential properties around the edge of the site.</p>	<p>N/A</p>
<p>6 - To support economic growth which is inclusive, innovative, and sustainable</p>	+	<p>New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from the Portland Road local centre, and additional housing in this area would be likely to provide support for businesses in this area.</p>	<p>N/A</p>
<p>7 - To provide for employment opportunities to meet the needs of the local economy</p>	+	<p>New developments provide short term employment opportunities within the borough.</p>	<p>N/A</p>
<p>8 - To reduce greenhouse gas emissions and move to a low carbon economy</p>	-	<p>By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>

9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There are two small ponds in the centre and north of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The northern part of the site is located within the buffer zone of an AQMA, and within the noise buffer zone of the M25/M23. The rest of the site does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.



15 - To protect and enhance landscape character	0	<p>The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The landscape in the area has also been substantially affected by quarrying activities and other infrastructure. The AONB is located to the north of the site, and care should be taken not to impact on the setting of the AONB - however, the presence of two motorways in the immediate vicinity makes major impact less likely. The site is somewhat on the edge of the existing urban area and would mark a clear eastward extension of Merstham, although it is contiguous with existing residential development. Development on this site would have limited impact on landscape character.</p>	Development should be designed to ensure it does not have a negative impact on views into and out of the AONB.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site, although the southeastern part of the site is close to the Spyne Mere wetland nature reserve in Tandridge.	Investigation should be undertaken to ensure that development will not impact the nearby wetlands.

<b>ERM6 - Land North of Radstock Way</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 45 and 90 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	--	The site is currently considered a formal recreation space for walking and play, with a public right of way crossing the site. The site is also very close to the M25, the M23, and the junction of the two roads, and health and wellbeing of residents could suffer from poor air quality and noise pollution in the area. The site is within walking distance of the local centre and	Consideration should be given to providing a formal recreation space of equal or greater size somewhere else in the vicinity, and public rights of way should be retained. Mitigation options should be explored to reduce the impacts of air and noise pollution on residents.

		<p>railway station, but overall development on this site would be likely to negatively impact health and wellbeing.</p>	
<p>3 - To conserve and enhance archaeological, historic, and cultural assets and their settings</p>	-	<p>There is a Grade II listed building adjacent to the site at the northwest, and the setting of this asset could be impacted by development on the site.</p>	<p>Sensitive design of the site could protect the setting of the heritage assets.</p>
<p>4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities</p>	-	<p>The site is 1km from the Portland Road local centre and 1.2km from the nearest railway station. However, it is 4.5km from the closest town centre in Redhill. A primary school is 400m away, and a GP surgery 1.2km; but the nearest secondary school is 4km away, and the nearest employment area 2.5km. There is no bus route that passes the site, and the nearest bus stop is 300m away. There is no dedicated bicycle infrastructure in the area. However, Radstock Way has suitable pedestrian facilities leading into a reasonably quiet residential area, which would likely be comfortable for walking or cycling. However, due to the distance of the site from town centres, employment areas, and some facilities and services, this site offers notable barriers to sustainable transport and is likely to increase car use.</p>	<p>Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.</p>
<p>5 - To make the best use of previously developed land and existing buildings</p>	-	<p>The site is not previously developed land, but is currently used for formal recreation purposes, and the loss of this function to development may not be the best use of land when other sites are available.</p>	<p>Consideration should be given to providing a formal recreation space of equal or greater size somewhere else in the vicinity.</p>

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is 1.2km from the Portland Road local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only small, isolated areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	-	Part of the site is located within the buffer zone of an AQMA, and within the noise buffer zone of the M25/M23, and the entire site is close to these motorways. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	Development on this site should explore mitigation options to reduce the impact of noise, light, and air pollution, both on the development itself and on nearby residential properties. A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The landscape in the area is substantially affected by the motorway infrastructure. The AONB and AGLV is located to the north of the site, and another part of the AONB to the east, and care should be taken not to impact on the setting of these designations - however, the presence of two motorways in the immediate vicinity makes major impact less likely. The site is somewhat on the edge of the existing urban area and would 'jut out' somewhat as a northern and eastern extension of Merstham, although it is partially contiguous with existing residential development. Development on this site would have limited impact on landscape character.	Development should be designed to ensure it does not have a negative impact on views into and out of the AGLV/AONB.
16 - To conserve and enhance biodiversity	0	The Furze field Wood ancient woodland is adjacent to the site to the west, and a buffer zone may be necessary to protect this asset.	A buffer zone should be considered to protect the ancient woodland from the impacts of development.

<b>SSW1 - Land North of Park Lane East</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can	++	The site could likely accommodate between 168 and 336 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs	N/A

afford		in the borough.	
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a large park, and the size of the potential development would mean that further open space provision would likely be provided. However, the site is further away from town centres, railway stations and other services. A public right of way runs along the northern and eastern boundaries of the site and should be retained. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered. Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains one locally listed building, and is adjacent to two more to the southeast and west. The building on the site is not well shielded from the rest of the parcel. The park to the north of the site is listed as an Historic Park or Garden. Development on this site would need to be very sensitively designed so as not to negatively impact upon the setting of these historic assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the Woodhatch local centre and 2km from Reigate town centre and employment area. It is also 2km to the nearest secondary school, 500m to the nearest primary school, 2.5km to Reigate train station, and 1.5km to the nearest GP surgery. A bus route passes along Park Lane East. There is no dedicated bicycle infrastructure in the area. Park Lane East is wide enough to provide adequate pedestrian facilities, although Park Lane, to the west of the site, is extremely narrow and currently has no pedestrian pavement. Without mitigating action, this	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		site offers barriers to sustainable transport and is likely to increase car use.	
5 - To make the best use of previously developed land and existing buildings	0	The majority of the site is not previously developed land, with only two residential properties present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	++	The entire site is located in flood zone 1, with no known risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is partially moderate quality agricultural land and partially non-agricultural land, with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.

15 - To protect and enhance landscape character	--	<p>The site is located within the green belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for setting of historic towns. Views of the historic park are visible from the south of the site. The site is elevated and contains notable changes in topography, and development here might affect the prominence of or views of the hillside north of the site. The proposed development would be contiguous with the existing residential properties to the east and south, and would appear as an extension of the existing urban area. The AGLV is directly adjacent to the site to the west, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. The size of the potential development, along with its proximity to an elevated viewpoint, an historic park, and to the AGLV, means it would likely have significant negative impact on the landscape character and would need to be carefully designed to express a transition between the urban area and the countryside beyond, and to avoid impacting on the setting of or views to and from the AGLV or the park.</p>	<p>Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB, and the historic park. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.</p>
16 - To conserve and enhance biodiversity	0	<p>A group of TPOs is located in the eastern part of the site. Development on the site should be able to preserve these assets. The northern border of the site is adjacent to the Reigate Heath BOA.</p>	<p>Development should be designed to protect and retain trees with TPOs.</p>



SSW2 - Land at Sandcross Lane			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 233 and 465 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a park and formal football pitch. The size of the potential development would mean that further open space provision would likely be provided, and this could connect up with the park to the east. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	Development on the site would not affect any heritage assets.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the Woodhatch local centre and 2.5km from Reigate town centre and employment area. It is also 1.5km to the nearest secondary school, 3km to Reigate train station, and 1km to the nearest GP surgery, but the northern part of the site contains a primary school. The site is probably large enough to provide additional services for the surrounding community. A bus route passes the site directly along Sandcross Lane. There is no dedicated bicycle infrastructure in the area, although Sandcross Lane provides mostly adequate pedestrian facilities. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Development should incorporate pedestrian and cycle linkages.

5 - To make the best use of previously developed land and existing buildings	0	The site is partially previously developed land, with a garden centre at the east of the site and a school at the northern tip. The rest of the site is not previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough. Assuming, the existing commercial enterprise at the east of the site is maintained, this will lead to a net increase in jobs.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Development should incorporate pedestrian and cycle linkages.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Parts of the site, particularly in the centre and south, are vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	The entire site falls within flood zone 1, but a significant part of the centre and south of the site is at risk of surface flooding. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small ditch in the centre of the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 5 out of 5 (1 being the highest priority), and rated as moderate priority for safeguarding countryside. The site is contiguous with existing residential development to the north, south, and east, and would appear as a slight extension of the existing urban area. Development on this site would have limited impact on landscape character.	N/A
16 - To conserve and enhance biodiversity	0	A group of TPOs and a number of individual TPOS lie in the centre of the eastern boundary of the site. Development on the site should be able to preserve these assets. A small area of Slipshatch Wood ancient woodland is adjacent to the southern boundary of the site, and a buffer may be appropriate to protect this.	Development should be designed to protect and retain trees with TPOs. A buffer zone could be considered to protect the ancient woodland from the effects of development.

<b>SSW3 - King George's Field</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 54 and 108 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	--	The site is currently used as a playing field and sports facility, and the loss of this use would have a negative impact on health and wellbeing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their	0	Development on the site would not affect any heritage assets.	N/A

settings			
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is 1.5km from the Woodhatch local centre and 2km from Reigate town centre and employment area. It is also 1.5km to the nearest secondary school, 500m to the nearest primary school, 2.5km to Reigate train station, and over 1km to the nearest GP surgery. The site is likely not large enough to provide additional services, although some may be provided if sites SSW2 or SSW4 are developed alongside it. The nearest bus route is about 5 minutes away. There is no dedicated bicycle infrastructure in the area, and currently no pedestrian facilities on the very narrow Whitehall Lane where access would most likely be provided. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used as a playing field and sports facility, and the loss of such a facility would be against planning policy and principles when other sites are available for housing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A

10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only a small risk of surface flooding in the southeast of the site. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small drain on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for checking sprawl. The proposed development would be fairly contiguous with existing residential developments, giving an appearance of being a clear extension of the housing to the north. The AGLV is close to the site to the northwest, but is not directly adjacent to it - this area of the AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. Development on this site would likely have some impact on landscape character and would need to be carefully designed to express a transition between the	Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe.

		urban area and the countryside beyond.	
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

SSW4 - Clayhall Farm			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate between 272 and 543 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a park and formal football pitch. The size of the potential development would mean that further open space provision would likely be provided, and this could connect up with the park to the east. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.

3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	There is a Grade II listed building and four Grade II listed curtilages at Clayhall Farm, and these are not particularly shielded from the rest of the site. Development would need to be sensitively designed to not impact upon the setting of these buildings.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	--	The site is at least 1.5km from the Woodhatch local centre and 2km from Reigate town centre and employment area. It is also 1.5km to the nearest primary and secondary schools, 2.5km to Reigate train station, and over 1km to the nearest GP surgery. Consequently, additional services would likely need to be provided on or close to the site before it could be considered a sustainable location. The nearest bus route is at least 10 minutes' walk away. There is no dedicated bicycle infrastructure in the area, and currently no pedestrian facilities on either Slipshatch Road or Clayhall Lane. Without mitigating action, this site offers very high barriers to sustainable transport and is likely to significantly increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site is not considered previously developed land, although there are some agricultural buildings present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is around 1.5km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this area.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A

8 - To reduce greenhouse gas emissions and move to a low carbon economy	--	By significantly increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to significantly increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Parts of the site, particularly in the western portion, are vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	Only the western edge of the site falls within flood zones 2 or 3, although some areas in the rest of the site are vulnerable to surface flooding. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Wallace Brook runs through the western edge of the site, and development must be designed to protect the quality of the water. There are also a number of small ditches and drains running toward the brook, and development should ensure that these are also protected.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is moderate quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.



15 - To protect and enhance landscape character	--	<p>The site is located within the green belt. In the green belt assessment it was rated 1 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and checking sprawl, and moderate priority for settlement separation. Relatively long and uncontained views of the countryside are currently possible from the site. The proposed development would stand out as being only very faintly contiguous with the existing urban area, unless developed in conjunction with parcels SSW2 and SSW3. The AGLV is directly adjacent to the site to the north, and this area of AGLV may be added to the AONB in the future, subject to the results of an ongoing AONB review. The size of the potential development, along with its proximity to an extended area of open countryside and to the AGLV, means it would likely have significant negative impact on the landscape character and would need to be carefully designed to express a transition between the urban area and the countryside beyond, and to avoid impacting on the setting of or views to and from the AGLV.</p>	<p>Development should be sensitively designed to protect views of the countryside, particularly those of the AGLV/AONB. Development should also be designed to respect the location on the urban-rural fringe and minimise the obviousness of the separation between the site and the main urban area.</p>
16 - To conserve and enhance biodiversity	0	<p>There are no biodiversity constraints on the site. A small corridor in the west of the site is within the River Mole BOA.</p>	<p>Development should aim to improve biodiversity within the BOA.</p>

<b>SSW5 - Land South of Slipshatch Road</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	<p>The site could likely accommodate between 158 and 317 housing units, depending on the density found to be appropriate for the area. The site would have a positive impact on housing needs in the borough.</p>	N/A

2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a primary school and a GP surgery. However, the site is further away from town centres, railway stations and other services. The site is large enough that provision of new public open space would likely be needed, providing public access to an area that does not currently have it, and increasing the amount of accessible green space in the surrounding area. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Provision of publicly accessible open space should be considered.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There is a Grade II* listed building and several Grade II* listed curtilages just southwest of the site, and these are somewhat visible from the site. Development must be sensitively designed to avoid impacting on the setting of these assets.	Sensitive design of the site could protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 750m from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. The closest bus route runs from Sandcross Lane, but no public transport directly passes the site. There is no dedicated bicycle infrastructure in the area, although assuming the new development follows the existing character of the residential parts of Slipshatch Road, there should be adequate space for pedestrians. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site is not considered previously developed land.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	0	Parts of the site, particularly in the southern portion, are vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	0	Only the southern edge of the site falls within flood zones 2 or 3, although some areas in the rest of the site are vulnerable to surface flooding. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	A small stream on the site would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted	A construction statement could be used to set out how construction impacts will be mitigated.

		by an increase in traffic.	
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 3 out of 5 (1 being the highest priority), and rated as high priority for safeguarding countryside and moderate priority for checking sprawl. Relatively long and uncontained views of the countryside are currently possible from the site. However, the proposed development is contiguous to an existing residential area, and would appear as a natural extension, albeit a very large one, of the existing urban area. The size of the potential development, along with its proximity to an extended area of open countryside, means it would likely have some negative impact on the landscape character and would need to be carefully designed to express a transition between the urban area and the countryside beyond.	Development should be sensitively designed to protect views of the countryside. Development should also be designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	-	A group of TPOs lies in the centre of the site, and a single TPO to the east. Slipshatch Wood, an SNCI and area of ancient woodland, is directly adjacent to the site to the west. Development on this site will need to be very careful to protect these assets, and a buffer zone may be necessary to ensure the SNCI/ancient woodland is not damaged.	Development should be designed to protect and retain trees with TPOs. A buffer zone could be considered to protect the ancient woodland/SNCI from the effects of development.

SSW7 - Hartswood Nursery			
Objective	Score	Comments	Potential Mitigation

1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 26 housing units, based on the density of nearby areas. The site would have some positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	The site is within walking distance of a primary school and a sports centre. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	N/A
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two Grade II listed buildings within the site boundary, although these are well shielded by trees and development would be possible without significantly affecting the setting.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. However, due to the location of the site, directly contiguous to an existing residential area, a safer and quieter route through suburban areas is likely to be possible. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	Most of the site is not previously developed land, although there are some agricultural buildings present, and three residential properties.	N/A

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only a very small portion at the east of the site at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Development on this site would not have an impact on water quality.	N/A
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A

14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and safeguarding countryside. There is a small amount of common land on the eastern and northern boundaries of the site. The site is contiguous with existing residential development to the north, and would appear as a slight extension of the existing urban area. Development on this site would have limited impact on landscape character.	Common land should be retained where possible and made accessible to the public.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>SSW6 - Land West of Castle Drive</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	+	The site could likely accommodate 15 housing units, based on the density of nearby areas. The site would have some positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	0	The site is adjacent to playing fields, although these are not publically accessible. The site is some distance from a town centre or train station, but is close to a local centre, which may encourage walking for some shops and facilities.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are no heritage constraints on this site.	N/A

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 1km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green Road to the east of the site. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. However, due to the location of the site, directly contiguous to an existing residential area, a safer and quieter route through suburban areas is likely to be possible. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used as a playing field and sports facility, and the loss of such a facility would be against planning policy and principles when other sites are available for housing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A



10 - To adapt to the changing climate	+	The site is not located within flood zones 2 or 3, and only a very small portion of the site is at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	+	The site is not located within flood zones 2 or 3, and only a very small portion of the site is at risk of surface flooding.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small drain on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment, a wider parcel containing this slice of land was rated 2 out of 5 (1 being the highest priority), and rated as high priority for checking sprawl and safeguarding countryside. However, due to other constraints, the only part of the site that was judged suitable for development is the eastern area, which is contiguous to existing residential areas and would limit the negative impact somewhat. Nevertheless, development on this site would likely have some impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There is a single individual TPO on the site, and this would need to be retained.	Development should be designed to protect and retain trees with TPOs.

SSW8 - Land at Hartswood Playing Fields			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 187 housing units, based on the density of nearby areas. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	--	The site is currently used as a playing field and sports facility, and the loss of this use would have a negative impact on health and wellbeing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	There are two Grade II listed buildings adjacent to the site, although these are well shielded by trees and development would be unlikely to significantly affect them.	N/A
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 1km from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	-	The site is currently used as a playing field and sports facility, and the loss of such a facility would be against planning policy and principles when other sites are available for housing.	Provision of an alternative sports facility and playing field of equal or better quality should be considered as part of any development on this site.

6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only the southwestern corner at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	There is a small pond and a drain on the site that would need to be protected from the impacts of development.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality	A construction statement could be used to set out how construction impacts will be mitigated.

		may be slightly impacted by an increase in traffic.	
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 2 out of 5 (1 being the highest priority), and rated as high priority for checking sprawl and safeguarding countryside. Development on this site would likely have some impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site.	N/A

<b>SSW9 - Land at Dovers Farm</b>			
Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 108 housing units, based on the density of nearby areas. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	A public right of way runs along the northern boundary of the site and should be retained. The site is within walking distance of a primary school and a sports centre. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	-	The site contains two Grade II listed buildings, and is directly adjacent to another Grade II listed building. The assets within the site are not shielded by trees and form a central part of the site. Development on this site would likely impact on the setting of these heritage assets.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.

4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 750m from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. Lonesome Lane, on the eastern side of the site, currently has no pedestrian facilities at all. Without mitigating action, this site offers barriers to sustainable transport and is likely to increase car use.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
5 - To make the best use of previously developed land and existing buildings	0	The site is not considered previously developed land, although there are some agricultural buildings present.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A
10 - To adapt to the changing climate	+	Only the very eastern edge of the site is vulnerable to increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.

11 - To reduce flood risk	+	Only the very eastern edge of the site falls within flood zones 2 or 3, although there is some risk of surface flooding toward the centre of the site. Generally, the site would be viable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the eastern boundary of the site, and development must be designed to protect the quality of the water. There are also four small ponds and a drain present on the site, and development should ensure that these are also protected.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	-	The site is located within the green belt. In the green belt assessment it was rated 2 out of 5 (1 being the highest priority), and rated as high priority for checking sprawl and safeguarding countryside. There is a small amount of common land in the northwest corner of the site. Development on this site would likely have some impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe. Common land should be retained where possible and made accessible to the public.
16 - To conserve and enhance biodiversity	0	There are no biodiversity constraints on the site, although the New Pond Farm SNCI is a short way to the east. A very small area in the east of the site falls within the River Mole BOA, and the northeastern boundary of the site is adjacent to the Earlswood and Redhill Commons BOA.	Development should aim to improve biodiversity within the BOA.

Objective	Score	Comments	Potential Mitigation
1 - To provide sufficient housing to enable people to live in a home suitable to their needs and which they can afford	++	The site could likely accommodate 101 housing units, based on the density of nearby areas. The site would have a positive impact on housing needs in the borough.	N/A
2 - To facilitate the improved health and wellbeing of the whole population	+	A public right of way runs along the southern boundary of the site and should be retained. The site is within walking distance of a primary school and a sports centre. However, the site is further away from town centres, railway stations and other services. Overall, the site is likely to facilitate some physical activity among residents and will have a moderate positive impact on health and wellbeing.	Public rights of way should be retained.
3 - To conserve and enhance archaeological, historic, and cultural assets and their settings	0	The site contains two Grade II listed buildings, and a locally listed building. However, the assets are all located on the western edge of the site, and the size of the site may make it easier for development to preserve their setting.	Development on parts of the site that contain heritage assets, or which are visible from the listed buildings could be avoided. Sensitive design of the site could further protect the setting of the heritage assets.
4 - To reduce the need to travel, encourage sustainable transport options, and improve accessibility to all services and facilities	-	The site is less than 1km from the Woodhatch local centre, 750m from a primary school, 1.5km from a secondary school, and 1.2km from a GP surgery. However, it is 2.5km from Reigate town centre and employment area, and 3km from Reigate train station. A bus route runs along Dovers Green road. There is no dedicated bicycle infrastructure in the area, and pedestrian pavements on Dovers Green Road are currently extremely narrow. Lonesome Lane, on the eastern side of the site, currently has no pedestrian facilities at all. However, due to the location of the site, directly contiguous to an existing residential area, a safer and quieter route through suburban areas is likely to be possible. Without mitigating action, this site offers barriers to sustainable transport and is likely to	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.

		increase car use.	
5 - To make the best use of previously developed land and existing buildings	+	The site contains a number of residential properties already, as well as a nursing home. Development would build somewhat on the existing residential capacities of the site, although much of the site is currently not considered previously developed land.	N/A
6 - To support economic growth which is inclusive, innovative, and sustainable	+	New developments contribute to economic growth within the borough, and should provide a number of affordable housing units. The site is less than 1km from the Woodhatch local centre, and additional housing in this area would be likely to provide support for businesses in this centre.	N/A
7 - To provide for employment opportunities to meet the needs of the local economy	+	New developments provide short term employment opportunities within the borough.	N/A
8 - To reduce greenhouse gas emissions and move to a low carbon economy	-	By increasing the use of cars and providing barriers to sustainable transport modes, this site is likely to increase greenhouse gas emissions.	Better public transport links to this site would reduce car use, and effective cycling and pedestrian routes should be incorporated.
9 - To use natural resources prudently	0	Development on this site would not affect the use of natural resources.	N/A



10 - To adapt to the changing climate	++	The site is relatively very safe from increased flooding that may occur as a result of climate change.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
11 - To reduce flood risk	++	The entire site is located in flood zone 1, with only very small areas at risk of surface flooding. The site would be very preferable for housing, taking into account flood risk.	Development on parts of the site at risk of flooding should be avoided, and measures (such as SUDS) put in place to reduce surface run-off.
12 - To improve the water quality of rivers and groundwater, and maintain an adequate supply of water	0	Earlswood Brook forms the southeastern boundary of the site, and development must be designed to protect the quality of the water. A small drain is also present on the west of the site.	Development should be designed to avoid impact on water features on or adjacent to the site.
13 - To reduce land contamination and safeguard soil quality and quantity	0	Development on this site would not affect land contamination or soil quality - the site is poor quality agricultural land with no known contamination.	N/A
14 - To ensure air quality continues to improve and noise and light pollution are reduced	0	The site is not located within an AQMA, and does not currently suffer from noise pollution issues. Care must be taken during construction to avoid light or noise pollution impacts on nearby residential properties, and air quality may be slightly impacted by an increase in traffic.	A construction statement could be used to set out how construction impacts will be mitigated.
15 - To protect and enhance landscape character	0	The site is located within the green belt. In the green belt assessment it was rated 4 out of 5 (1 being the highest priority), and rated as moderate priority for checking sprawl and safeguarding countryside. There is a small amount of common land on the western edge of the site. The site is contiguous with existing residential development to both the north and west, and would appear as a slight extension of the existing urban area. Development on this site would have limited impact on landscape character.	Development should be designed to respect the location on the urban-rural fringe. Common land should be retained where possible and made accessible to the public.

16 - To conserve and enhance biodiversity	0	There are groups of TPOs on the western and eastern boundaries of the site, although these are limited in size and development could go forward without impacting them greatly. The New Pond Farm SNCI is a short way to the east. A small area in the east of the site falls within the River Mole BOA.	Development should be designed to protect and retain trees with TPOs. Development should aim to improve biodiversity within the BOA.
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