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

Landscape mapping			
Landscape designations	AONB	No	Area is not subject to any specific landscape designations.
	Green AGLV	No	
	Amber AGLV	No	The southern part of the search area falls within the recommended evaluation area for the AONB review
	Red AGLV	No	
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

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

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

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

Landscape Conclusions

Although there are limited designations within the search area, the conclusions of the LTCA indicate that the north of the search area is of medium sensitivity with regards to landscape and may also have some degree of sensitivity with regards to the adjoining landscape at Banstead Downs. The south of the search area has a high degree of landscape sensitivity.

Heritage mapping			
Heritage assets	LB(s)	Yes	There is a conservation area (Park Road) in the west of the broad area and in the adjoining urban area. There are a number of locally and statutorily listed buildings (predominantly Grade II) within the CA and adjoining urban area.
	CA(s)	Yes	
	SAM(s)	No	There are a limited number of Grade II listed buildings in the east of the search area.
	Area of Archaeological Potential	No	
	Historic Park or Garden	Yes	There is a HPG at Banstead Place in the more southern reaches of the broad area
	Other	No	

Historic landscape classification

The search area is characterised by a mixture of small, medium and large field patterns with predominantly straight and regular boundaries. There are several areas of land used for sport/equine purposes as well as nursery/glasshouses clustered along Croydon Road. There is a single isolated instance of designed/landscaped gardens

Heritage conclusions

Overall, heritage sensitivity is generally low in the east of the search area with only isolated features of heritage interest. However, there is a higher degree of sensitivity to large scale change in and around the Park Road CA/Banstead Place HPG.

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

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

Countryside accessibility

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

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

Green infrastructure considerations

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

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

Search area wholly in Flood Zone 1

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	6.1ha
Potential unconstrained land area	5.5ha
Indicative capacity (developable area ratio with density of 30-40dph)	125-165

Commentary:

Since the publication of the SHLAA, a further 2.9ha site has been identified. Developable area is assumed to be 2.3ha, therefore an indicative capacity of 70-100 units could be achieved.

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

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

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – some sporadic development, mostly residential and agricultural along major roads but no significant areas of PDL
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If	There are 3 roads dividing the search area into large quarters: Croydon Road, Woodmansterne Road, and Park Road. The prison forms a strong boundary to the north of the area.

so describe nature and location.	There are few features which could act as a defensible boundary in the south-east of the search area with the exception of intermittent tree belts.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	Yes – the GB in this area plays an important role in maintaining the strategic gap between the borough and London and preventing the southern sprawl of London
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	There are some small but valuable local gaps within the search area keeping Banstead, Chipstead and Woodmansterne as distinct settlements.
Does the Area of Search play a role in the setting and special character of a historic town?	No

Strategic Green belt Conclusions

The majority of the search area displays the openness associated with the Green Belt. The Green Belt within the search area generally forms part of the wider strategic gap between the borough and southern extents of London and is sensitive in respect of maintaining coherence and preventing fragmentation of the gap. Green Belt within the search area is also likely to have a degree of sensitivity with regards to maintaining the separation between locally distinct settlements.

Overall summary of sensitivity

Landscape: North experiences medium sensitivity whilst south experiences higher sensitivity.

Heritage: Generally low sensitivity; however, there is an area of higher sensitivity to large scale change around the CA in the west

Biodiversity and green infrastructure: Generally low sensitivity across the search area; however, there are some isolated areas of higher sensitivity in relation to specific features and corridors between settlements

Flood risk: Low sensitivity with regards to flood risk

Other constraints: No significant constraints

Accessibility: Good level of accessibility to local services and reasonably well served by public transport routes

Strategic fit: Adjoins Banstead urban area close to the town centre and reasonable access to strategic road and rail network

Strategic Green Belt: Generally of high sensitivity due to value as a strategic separator and in maintaining local gaps between distinct settlement areas

Area of Search B: North of Chipstead

Landscape mapping			
Landscape designations	AONB	No	Southernmost parts of the broad area cover and adjoin parts of the Area of Great Landscape Value deemed to have identical characteristics to the AONB
	Green AGLV	Yes	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	No	The eastern part of the search area falls within the recommended evaluation area for the AONB review.
High level assessment of landscape character and sensitivity			
<p>What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?</p> <p>The majority of the search area falls within Area A1 of the LTCA. This area was identified as having a diverse rural/semi-rural landscape of mixed quality. The urban/rural interface was judged to have mixed character; with areas of lower landscape condition around parts of Banstead and higher scenic quality around Chipstead and Woodmansterne. The landscape in this area was also assessed as having great value as a strategic separator between the urban areas of R&B and the south of London. Overall the search area assessed as having medium landscape sensitivity.</p> <p>A small section of the search area to the west falls within Area A2 of the LTCA. This area was adjudged to have a high degree of landscape sensitivity.</p> <p>Given the topography in the area, long range landscape views are possible across the search area and wider countryside.</p>			
Landscape Conclusions			
<p>Whilst the area is broadly not covered by any specific landscape designations, the LTCA concludes the area as being of medium landscape sensitivity and local topography also gives rise to significant and long range views of the wider countryside. As a result, the search area is deemed to have a medium degree of landscape sensitivity with southern parts having localised higher degree of sensitivity due to views.</p>			
Heritage mapping			
Heritage assets	LB(s)	Yes	Small cluster of locally listed buildings in the north of the search area. Statutory listed buildings (Grade II) at Soloms Court on the south-west edge of the search area.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Several large areas of high archaeological potential in the north of the search area
	Historic Park or Garden	Yes	Soloms Court HPG lies on the south-west edge of the search area – setting may be a consideration.
	Other	No	
Historic landscape classification			
<p>The search area is characterised by a varied field pattern with predominantly straight boundaries. There is a significant amount of formal sport land (golf and playing fields) as well as equine uses. There is an area of regenerated secondary woodland to the east of the search area.</p>			
Heritage conclusions			
<p>The cluster of archaeological potential sites and locally listed buildings introduce a degree of heritage sensitivity in the northern part of the search area. Given the proximity of the south-western extent of the search area to Soloms Court, there is also a degree of heritage sensitivity to large scale change in this location. The remainder of the search area (mainly eastern side) has a lower degree of sensitivity in this respect.</p>			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to the SAC
	SSSI	No	The site is proximate to the Banstead Woods SSSI
	LNR	No	
	AW	Yes	There are two large areas of Ancient Woodland on the eastern side of the search area.
	SNCI	Yes	The large How Hills SNCI covers the southern part of the search area, corresponding with the golf course. Two potential SNCIs overlap with the areas of AW in the

			eastern part of the search area
	RIG(s)	No	
	BOA	No	
	Other	Yes	The west of the search area falls within the North Downs (ND05) BOA.

Countryside accessibility

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

Green infrastructure considerations

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

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

Search area wholly in Flood Zone 1

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

Accessibility mapping

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

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

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

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

from merging?	
Does the Area of Search play a role in the setting and special character of a historic town?	No
Strategic Green Belt conclusions	
The Green Belt in the search area is somewhat fragmented; however, there are significant open areas. The Green Belt in the area forms part of the wider strategic separator from London and has particular sensitivity in places where the gap is narrow. The search area also has some sensitivity on a local scale in terms of maintaining separation between smaller settlements in R&B and adjoining districts.	

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

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

Landscape mapping

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

High level assessment of landscape character and sensitivity

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

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

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

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

Landscape Conclusions

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

Heritage mapping

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

Historic landscape classification

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

Heritage conclusions

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

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to the SAC – recreational pressure unlikely
	SSSI	No	The search area adjoins the Banstead Woods SSSI in the west.
	LNR	No	
	AW	Yes	There are isolated areas of Ancient Woodland in the eastern and southern reaches of the search area and the site adjoins the AW at Banstead Woods.
	SNCI	Yes	The western part of the search area is covered by SNCI designation
	RIG(s)	No	
	BOA	No	
	Other	Yes	The west of the search area falls within the North Downs (ND05) BOA.

Countryside accessibility

There are a number of east-west PROWs in the western part of the search area which also link into countryside to the south of Kingswood.

There are a limited number of PROWs on the eastern side

Green infrastructure considerations

The westerly edge of the search area covers part of the SNCI. The area is within the Chipstead Valley and is a key green infrastructure area in terms of views and nature conservation. The northern part of the search area is important in maintaining wildlife connectivity.

Nature conservation/biodiversity conclusions

Generally, the search area is of reasonably high sensitivity with regards to nature conservation and biodiversity connectivity. The western part of the search area in particular is of higher sensitivity due to the fact it falls within the North Downs BOA and is in close proximity to Banstead Woods. The more easterly parts of the search area are sensitive, but to a lower degree than the west with the exception of some small localised areas of interest. The western part of the search area has a medium degree of amenity value as accessible countryside as does the northernmost part as formal sport and recreation space.

Flood risk mapping

Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited risk of surface water flooding with the exception of an area in the west of the search area (corresponding with the bottom of the valley)

Sequential testing commentary

Search area wholly in Flood Zone 1

Flood risk conclusions

The search area is not sensitive with regards to flood risk.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is likely to be Grade 3 agricultural land
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	There is a golf course in the northern part of the search area
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution across the search area. Possible localised issue where the railway line cuts through the search area in the west.	
	Contaminated Land	No	
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	Significant change in land levels in the western part of the search area, particularly between the Outwood Lane and High Road, may limit development capacity.
Any other constraints or designations	HP Gas pipeline runs along the west and centre of the search area

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

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

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

The search area has relatively poor accessibility, falling outside of walking catchments to the several of the services and facilities set out above. Whilst the search area does fall within a driving distance to a few of the services, it is not well served by public transport and thus reliance on private car transport is likely to be high. It is also likely that the search area would be outward looking for some services; particularly secondary school provision.

The search area is also not particularly well located in relation to a major transport corridor. Given these internal accessibility issues, development in this search area may look towards adjoining districts in the east for access to services.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, SUE Technical Report Dec 2012	Yes – but very sporadic and mostly residential. There are no large areas of PDL within the search area
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describe nature and extent.	
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	The railway forms a boundary to the western edge of the area. There are no notable features in an eastern direction between Chipstead and Hooley which could act as boundaries. To the south of the area there is a minor road cutting east-west across the bottom edge.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the GB around the south of Chipstead plays a role in maintaining locally important separation between Chipstead and Hooley, and Chipstead and Kingswood.
Does the Area of Search play a role in the setting and special character of a historic town?	Yes – to a limited degree. The conservation area stretches out into the search area and the openness of the countryside within this area is likely to form a part of its setting and backdrop.
Could development within the Area of Search compromise current regeneration priorities?	
Strategic Green Belt conclusions	
The search area is largely undeveloped and thus strongly presents the openness and uninterrupted countryside expected of green belt. The Green Belt around this southern edge of Chipstead also forms part of the relatively narrow settlement breaks to Kingswood and Hooley and is sensitive with regards to the merging of locally distinct settlements. Green Belt within the search area may also have some sensitivity with regards to the setting of the conservation area.	

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

Area of Search D – South of Kingswood

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

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

Heritage mapping

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

Historic landscape classification

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

Heritage conclusions

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

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate – limited likelihood of recreational pressure
	SSSI	Yes	The north-east parts of the search area are close to the Banstead Woods SSSI as well as the Chipstead Downs SSSI
	LNR	No	
	AW	Yes	There are numerous areas of Ancient Woodland scattered throughout the search area and adjoining it
	SNCI	Yes	The search area adjoins the Walton Heath SNCI in the west and the Chiphouse Wood SNCI in the north
	RIG(s)	No	
	BOA	No	
	Other	Yes	A small part in the north east of the search area falls within the North Downs (ND05) BOA

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

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

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

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

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	2km+	The search area is in excess of a 20 minute walking catchment to the town centre The northern part of the search area could access the town centre within a 15-20 minute drive; however, given the distance from bus services, car transport would be a necessity
Local centre(s)	Waterhouse	1km+	The search area lies outside of a 10 minute walking catchment to

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

Any accessibility and connectivity issues/concerns

Accessibility and transport conclusions

The search area has poor accessibility, falling outside of walking catchments to the vast majority of the services and facilities set out above. Whilst the search area does fall within a driving distance to some of the services, it is not well served by public transport and thus reliance on private car transport is likely to be high.
The westernmost parts of the search area close to the A217 have slightly better accessibility as a result of their proximity to this corridor and bus routes along it.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – in the westernmost part of the search area there are two areas of relatively intense residential development which are PDL and incongruous with the GB. However, the majority is undeveloped save for some sporadic buildings predominantly leisure or residential.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Generally there are a limited amount of strong physical features which could be used to create a robust GB edge. Chipstead Road cuts across the southern edge of the search area and would form a strong boundary to part of the area of search. To the east (outside search

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

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

Area of Search E: Lower Kingswood

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

High level assessment of landscape character and sensitivity

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

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

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

Landscape Conclusions

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

Heritage mapping

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

Historic landscape classification

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

Heritage conclusions

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

Biodiversity and green infrastructure mapping

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

	Other	No	
Countryside accessibility			
There are a large number of PROWs running through the search area. In the west, these link into the network of PROWs on Walton Heath and on the east link into the wider countryside in east			
Green infrastructure considerations			
The landfill area to the west is not sensitive from a GI point of view. There is a recreation ground within the search area that would need safeguarding if development was to take place. Connectivity is not an issue in this search area as there is an abundance of greenspace surrounding the area.			
Nature conservation/biodiversity conclusions			
Within the search area itself, there is limited sensitivity with regards to nature conservation with the exception of a few isolated areas of Ancient Woodland. However, proximity to the SAC buffer zone and the Walton Heath SNCI means sensitivity at these transition points, particularly on the western fringes of the search area, is increased.			

Flood risk mapping			
Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited localised risk of surface water flooding. There is a channel of higher risk on the western side of Lower Kingswood.
Sequential testing commentary			
Search area wholly in Flood Zone 1			
Flood risk conclusions			
The search area is of low sensitivity in terms of flood risk			

Other constraints/considerations			
Land use and protection			
Agricultural land classification	Grade 2	No	The search area falls within Grade 3 classification
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		Yes	Kingswood recreation ground is within the search area
Common land		Yes	Adjoins common land at Walton Heath to the west
Aerodrome safeguarded land		No	
Environmental health and amenity			
Pollution/contamination	Noise/AQ		No significant noise/air pollution concerns. Possible localised issue where the A217 cuts through the search area
	Contaminated Land	Yes	Western side of the area is former household waste landfill (development would require gas protection measures and possible issues with settlement as material biodegrades), the rest of the area is clear.
	Other comments		
Physical and topographical features			
Are there any topographical features that could limit development potential?			The western side of the search area has no significant topographical constraints. There is a notable valley running through the eastern side in which the PROW sits but this is unlikely to be significantly restrictive
Any other constraints or designations			HP Gas pipeline runs through the west and north of the search area VHP Gas pipeline runs along the south of the search area

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

Accessibility mapping			
	Name	Distance	Commentary

Town centre	Reigate	3-4km	The search area is in excess of a 20 minute walking catchment to the town centre The search area falls within a 15 minute drive to the nearest town centre and existing routes mean bus access would be feasible
Local centre(s)	Lower Kingswood	<600m	The vast majority of the search area is within walking distance of the Lower Kingswood local centre; however, the centre itself would require significant improvement in order to serve an increased population
Rail station(s)	Reigate Kingswood	3-4km	The search area is outside of a 20 minute walking catchment to a rail station. The search area could access either Reigate or Kingswood stations within 15-20 minutes by bus
Nearest frequent bus route(s)	420 460	300m- 1km	The majority of the search area is within a 10 minute walk of the 420/460 bus route. The south-western part of the search area falls outside of 10 minutes walk to a bus service.
Describe bus service:	420: Hourly service from Redhill to Sutton 460: Hourly service from Redhill to Epsom		
Nearest primary school(s)	Kingswood	<1km	The whole of the search area is within a 20 minute walking catchment of the nearest primary school.
Nearest secondary school(s)	Beacon RAA	2km+	The search area lies significantly outside of a 20 minute walking catchment to the nearest secondary school. The search area could access The Beacon School by bus; however, the travel time would be in excess of 20 minutes. There are no bus services which provide suitable access to RAA.
Nearest GP(s)	Tadworth Reigate	2km+	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. It is likely that the majority of the search area could access a GP surgery in either Tadworth or Reigate within 10-15 minutes by bus
Nearest employment area	Reigate	2km+	The search area falls outside of a walking catchment to local employment opportunities The southern part of the search area could access employment opportunities in Reigate in 10-15 minutes by bus.

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

The search area is generally of low accessibility, falling outside the walking catchment of most of the local services and facilities above. Whilst it is well located in relation to a local centre, provision at this centre would need significant improvement to cater for major development.
Bus services in and around the search area are limited; however, the one route which does serve it provides quite regular access to Redhill/Reigate and Banstead. The search area does benefit from its access to the strategic road network (A217 and M25).

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – generally sporadic However, to the north of the search area there is a quite dense park homes development along the A217 as well as the Kingswood Fields office campus which are both quite large areas of PDL. There is also an area of residential development (Babylon Lane) in the east of the search area.
Does the Area of Search include readily recognisable physical	On the western side of the search area there is a relatively dense belt of trees running north-south where it meets Walton Heath which would provide a

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

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

Area of Search F: West of Reigate

Landscape mapping			
Landscape designations	AONB	No	The south of the search area is largely within an Area of Great Landscape Value deemed to have some shared characteristics with the AONB and partly an area with identical characteristics to the AONB. The north of the search area is not subject to specific landscape designations The search area falls within the recommended evaluation area for the AONB review.
	Green AGLV	No	
	Amber AGLV	Yes	
	Red AGLV	No	
	Gatwick Open Setting	No	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The search area falls within Area B2 in the LTCA. This area was seen to have a diverse landscape, characterised by large heathland/common with views of the urban edge. The topography was seen to have good scenic quality. The area was adjudged to exhibit a mature and integrated landscape. Overall, the landscape in the area was assessed as having a high degree of sensitivity to change.</p>			
Landscape Conclusions			
The search area falls partly within the AGLV. Given the topographical prominence of parts of the search area, long range landscape views are possible into and from the search area. The LTCA identifies the search area as having a mature and integrated landscape which has a high sensitivity to change and there is no evidence to deviate from this conclusion.			

Heritage mapping			
Heritage assets	LB(s)	Yes	There are a significant number of locally and statutorily listed (all Grade II) buildings both within the search area and adjoining it in the urban area of Reigate, particularly in the northern and central parts of the search area around the A25.
	CA(s)	Yes	Flanchford Road/Colley Lane CA covers the majority of the northern part of the search area. The Reigate TC CA adjoins the search area to the east.
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential in the north of the search area
	Historic Park or Garden	Yes	Colley House HPG lies in the search area and Reigate Priory Park HPG adjoins to the south east
	Other	No	
Historic landscape classification			
The north of the search area comprises areas of regular assart fields with blocks of assarted woodland with areas of low density settlement. The south of the search area is classified as having areas of irregular assart fields, rough grazing and a large area of land used for sport.			
Heritage conclusions			
Given the significant number of heritage assets within and adjoining, the majority of the search area has a high degree of heritage sensitivity, particularly in relation to the setting of Reigate. The northern part of the search area in particular being covered by the Colley Lane CA is unlikely to be suitable for large scale development/change.			

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

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

Countryside accessibility

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

Green infrastructure considerations

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

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

Area containing significant amounts of land within Zone 3

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

Accessibility mapping

	Name	Distance	Commentary
Town centre	Reigate	600-	The search area is within a 20 minute walking distance of Reigate

		1200m	town centre.
Local centre(s)	Not relevant as Reigate TC closer than the nearest local centre		
Rail station(s)	Reigate	1.2km+	The majority of the search area is outside a 20 minute walking catchment to Reigate station with the exception of the easternmost parts which adjoin the urban area. The search area could access Reigate station within 10 minutes bus ride.
Nearest frequent bus route(s)	32	<600m	The whole of the search area is within 10 minutes walking catchment of the nearest bus route.
Describe bus service:	32: Hourly bus service from Redhill to Guildford		
Nearest primary school(s)	Multiple	600m-2km	The southern and easternmost parts of the search area fall within a 20 minute walking catchment to a number of primary schools. The west of the search area is within a 10 minute drive time and public transport would be feasible
Nearest secondary school(s)	Beacon RAA	2km+	The search area lies outside of a 20 minute walking catchment to the nearest secondary school. The southern part of the search area is within a 10 minute drive to Reigate School; however, existing bus services mean that car transport is likely. The northern part lies in excess of 10 minutes drive from the nearest secondary school
Nearest GP(s)	Reigate	<1.2km	The whole of the search area lies within a 20 minute walking catchment to the nearest GP surgery in Reigate
Nearest employment area	Reigate Albert Road	<600m	The majority of the search area lies within a 10 minute walking catchment to Albert Road North Industrial Estate and small business areas and the town centre of Reigate

Any accessibility and connectivity issues/concerns?

Railway line restricts access to parts of the north of the search area

Accessibility and transport conclusions

The search area has a high degree of accessibility, particularly benefitting from proximity to services and facilities in and around Reigate TC. However, access to secondary school provision is a slight concern.
The search area is not well served by bus routes, only falling within the catchment of an hourly east-west bus service from Redhill to Guildford. This has some implications for overall accessibility.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

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

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

Area of Search G: South of Reigate/Woodhatch

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

High level assessment of landscape character and sensitivity	
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?	
<p>The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. The fringe around Woodhatch was specifically adjudged to have mixed character with areas of grassland, sports provision and utilitarian works forming a buffer to the urban area. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.</p> <p>The northernmost tip of the search area falls within Area B2 which was adjudged to have a high degree of sensitivity to change.</p>	

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

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

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

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

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

	RIG(s)	Yes	RIG within Priory Park but likely to have limited impact on development within the search area
	BOA	Yes	The northern part of the search area falls within the Wealden Greensand (WG10) BOA
	Other	No	

Countryside accessibility

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

Green infrastructure considerations

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

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

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

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

Total area of identified 'potentially suitable' and 'available' land – 2012 SHLAA	17.3ha
Potential unconstrained land area	15.9ha
Indicative capacity (developable area ratio with density of 30-40dph)	370-500
Commentary:	

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

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

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	Localised parcels of PDL in various community uses including a school, community centre and also a garden centre. There is sporadic agricultural development in the north of search area. In the south of the area there is a semi-derelict former nursery.
Does the Area of Search include readily recognisable physical	There are a number of fairly major roads including Slipshatch Road, Whitehall Lane and Clayhall Lane which could represent strong boundaries and also

features, likely to be permanent which could act as a boundary? If so describe nature and location.	create distinct parcels of land. In the northernmost part of the search area, Park Lane could acts as a reasonably robust western boundary and the dense woodland where it meets Priory Park would create a strong northern boundary. Potential boundary features are more limited in the southernmost part of the search area.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	No.
Does the Area of Search play a role in the setting and special character of a historic town?	No.
Strategic Green Belt conclusions	
The majority of the search area is undeveloped and displays the countryside displays the visual openness consistent with the Green Belt. There are however, some pockets of PDL at the fringes of the urban area. The search area is traversed by a number of potentially strong boundary features and distinct, robust parcels are formed. The search area does not form part of any strategic or local gaps and is therefore of generally lower sensitivity in this function, similarly it plays no role in maintaining historic character.	

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

Area of Search H: South of Woodhatch

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

High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. The fringe around Woodhatch was specifically adjudged to have mixed character with areas of grassland, sports provision and utilitarian works forming a buffer to the urban area. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.</p>			
Landscape Conclusions			
The search area is not subject to any specific landscape designations. There is no evidence to indicate a deviation from the conclusions of the LTCA with regards to landscape sensitivity.			

Heritage mapping			
Heritage assets	LB(s)	Yes	There is a small cluster of statutory (Grade II) and locally listed buildings in the west of the search area; but the majority is free from designated assets.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential in the east of the search area
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification			
The search area is largely classified as medium size fields of regular pattern with some adjoining areas of assarted and regenerated woodland.			
Heritage conclusions			
Given the limited features and assets in and around the search area, heritage sensitivity is broadly low; however, there is a slightly higher degree of sensitivity in the western part around the cluster of listed buildings.			

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	Yes	In close proximity to Earlswood Common LNR
	AW	Yes	There is an area of AW in the on the outer extent of the search area.
	SNCI	Yes	The New Pond Farm SNCI partly lies within the search area and two further SNCIs adjoin the search area
	RIG(s)	No	
	BOA	Yes	The majority of the search area falls within the Low Weald (LW07) BOA at Redhill/Earlswood Common. Only the western parts of the search area fall outside of the BOA.
	Other	No	

Countryside accessibility			
There are two east-west PROWs in the search area but coverage is generally limited			
Green infrastructure considerations			
The western portion of this search area is of less concern in terms of GI. The rest of the search area contains a SNCI and AW and is adjacent to a LNR. The northern part of the area is within Earlswood Common with much of the remaining area being of significant importance as a green corridor, enabling connectivity between Earlswood Common, Felland Copse and Petridge Common.			

Nature conservation/biodiversity conclusions

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

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	The southern part of the search area is affected by Flood Zones 2 & 3
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	Risk of surface water flooding is largely allied to those areas at risk from fluvial flooding within the search area. Risk in the remaining parts of the search area is low.

Sequential testing commentary

Small patches of land within Zone 2 and band of land across southern / south eastern part within Zone 3
Area containing significant amounts of land within Zones 2 and 3

Flood risk conclusions

The search area is of reasonably high sensitivity to flood risk, particularly the eastern parts. The west of the search area is of lower flood risk sensitivity.

Other constraints/considerations**Land use and protection**

Agricultural land classification	Grade 2	No	The search area is likely to be Grade 4 agricultural land
	Grade 3	No	
	Grade 4	Yes	
Formal recreation space		Yes	Recreation ground
Common land		Yes	Minor area of common land in the west of the search area
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise/air pollution. Possible localised issue where the search area adjoins the A217 to the west/A23 to the east but not prohibitive.	
	Contaminated Land	Yes	Brickworks – not necessarily contaminated but will need assessment.
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	No significant land levels changes Earlswood Brook runs through search area
Any other constraints or designations	None to note

Land availability and deliverability

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

Accessibility mapping

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

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

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

Strategic Green Belt principles	
Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a cluster of PDL in the west of the search area around Dovers Farm, including a former nursing home and row of terraced houses. There is no PDL in the remainder of the search area.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Woodhatch Lane is a robust feature and could act as an eastern boundary. There is also a stream which runs along the south of the search area into a quite dense area of woodland which could continue this boundary. Lonesome Lane runs north south through the search area and creates quite a distinct parcel on the western side.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	The eastern side of the search area lies within a local gap between Earlswood and Woodhatch and prevents ribbon type coalescing of these settlements. The western side of the search area does not fall within a local gap.
Does the Area of Search play a role in the setting and special	No.

character of a historic town?	
Strategic Green Belt conclusions	
The search area is broadly undeveloped and displays the openness of Green Belt; particularly the eastern parts of the search area. The eastern part of the search area forms part of the gap between Woodhatch and South Earlswood and the Green Belt in this area has a degree of sensitivity in maintaining this gap. The Green Belt in the western part of the search area is likely to be of lower sensitivity.	

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

Area of Search I: South of Redhill

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

The search area is not subject to any specific landscape designations, however, the LTCA concludes the search area to have a high degree of landscape sensitivity to change as a result of the diverse, mature landscape and views into and from the urban edge. The eastern part of the search area also forms part of the a long range green vista along the eastern side of the settlement of Redhill.

Heritage mapping				
Heritage assets	LB(s)	Yes	There are a number of statutory listed (Grade II) buildings at the Royal Earlswood development.	
	CA(s)	No		
	SAM(s)	No		
	Area of Archaeological Potential	No		
	Historic Park or Garden	Yes		At Royal Earlswood
	Other	No		

Historic landscape classification

The undeveloped land within the search area is classified exclusively as land for sport/recreation purposes.

Heritage conclusions

With the exception of the need to consider setting around the heritage assets at Royal Earlswood, the search area has limited sensitivity in this respect.

Biodiversity and green infrastructure mapping				
Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely	
	SSSI	No		
	LNR	Yes		In close proximity to Earlswood Common LNR
	AW	Yes		There is an isolated area of designated Ancient Woodland in the south of the search area
	SNCI	Yes		The search area adjoins the Three Arch Road SNCI and is close to the Earlswood Common SNCI
	RIG(s)	No		
	BOA	Yes		The western part of the search area falls within the Low Weald (LW07) Redhill/Earlswood Common BOA.
	Other	No		

Countryside accessibility

There are a number of PROWs in the west of the search area. There is a long route linking from the urban area into the wider countryside in the south running through the centre of the search area

Green infrastructure considerations

The eastern part of the search area has value as a green corridor, and this should be incorporated into any development plan. The area around Redhill Brook has the potential to become an area of biodiversity and could be improved through the development process.

Nature conservation/biodiversity conclusions

Broadly, the search area is subject to few nature conservation designations and has lower sensitivity in this regard. The area represents a reasonably accessible area of countryside close to a settlement where open space is deficient

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

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Large band through centre of area of Zone 2 and smaller bands within Zone 3, mostly following watercourses
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	

Sequential testing commentary

Area containing significant amounts of land within Zone 2 and 3

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

Accessibility mapping

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

Nearest primary school(s)	Brambletye	<800m	The whole of the search area is within a 20 minute walk to the nearest primary school and the majority is within a 10 minute walk.
Nearest secondary school(s)	Reigate School Warwick	1.2km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The search area falls within a 10 minute drive to both secondary schools and existing bus routes mean that public transport could be feasible
Nearest GP(s)	Redhill	<1.2km	The search area falls within a 20 minute walking catchment to the nearest GP surgery
Nearest employment area	Redhill Kingsfield Business Park	600m- 1200m	The search area lies within a 20 minute walking catchment to local employment opportunities in Redhill and Kingsfield Business Park

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

The search area has a reasonably good degree of accessibility to the local services and facilities set out above. Proximity to Redhill and access to it by bus is a particular benefit. The proximity of the search area to the A23 and the bus routes along this corridor enhances accessibility, particularly for the western part of the search area.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

Strategic Green Belt conclusions

The search area falls within the gap between Redhill and South Earlswood. The Green Belt within this gap is interrupted by large scale PDL and therefore the open gap provided by the countryside in this area is particularly sensitive with regards to maintaining separation.

Overall summary of sensitivity

Landscape: Generally of high sensitivity across the search area; particularly in the east
Heritage: Generally low sensitivity across the search area
Biodiversity and green infrastructure: Generally of low sensitivity with some a localised degree of sensitivity in the west and around Redhill Brook but not specifically high
Flood risk: Generally of high sensitivity with localised areas of lower sensitivity on the eastern and western fringes
Other constraints: No significant constraints
Accessibility: Reasonably good level of accessibility to a wide range of local services with relatively good access to

local public transport routes

Strategic fit: Adjoins Redhill and has reasonable access to the strategic A23 corridor and rail network

Strategic Green Belt: Generally of high sensitivity as a local separator

Area of Search J: East of Redhill

Landscape mapping			
Landscape designations	AONB	No	The search area is not subject to any specific landscape designations
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	The search area falls within the recommended evaluation area for the AONB review
	Gatwick Open Setting	No	

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

The search area is not subject to any designations and has a largely disrupted landscape. The LTCA assessed the area as having generally low landscape sensitivity and there is no evidence to deviate from this conclusion.

Heritage mapping

Heritage assets	LB(s)	Yes	Small number of statutory (Grade II) listed buildings within the search area along Redstone Hill (lodges and cottages) and at RNIB (Tudor House)
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The search area is largely classified as disused/active clay and sandpits with areas of assarted woodland and converted arable land

Heritage conclusions

Given the limited heritage assets and features in and adjoining the search area, there is broadly limited sensitivity in this regard save for some localised consideration of the setting of listed buildings.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There are two areas of Ancient Woodland within the search area.
	SNCI	Yes	Part of the Holmethorpe Sandpits Complex SNCI affects the northern part of the search area.
	RIG(s)	No	
	BOA	Yes	The northern part of the search area falls within the Wealden Greensand (WG11) BOA.
	Other	No	

Countryside accessibility

With the exception of two routes around the edge of the urban area, there are no PROWs in the search area providing access into the wider countryside

Green infrastructure considerations

The northern part of the search area is a SNCI with an ancient woodland in the central section. Development on both sides of the AW may encourage the use of the woodland as a cut-through and could impact on the integrity of the AW. This would need to be assessed and addressed through design and location of development. There is a deficit of green space and biodiversity in Redhill, so any loss of existing green space should be mitigated with creation of new urban biodiversity areas and greening of new development.

Nature conservation/biodiversity conclusions

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

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	Small areas close to northern boundary within Zones 2 and 3
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	

Sequential testing commentary

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

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is non-agricultural
	Grade 3	No	
	Grade 4	No	
Formal recreation space		No	
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

Accessibility mapping

	Name	Distance	Commentary
Town centre	Redhill	<1200m	The whole of the search area is within a 20 minute walking catchment to Redhill TC
Local centre(s)	Not relevant as Redhill TC closer than the nearest local centre		
Rail station(s)	Redhill	<1200m	The whole of the search area is within a 20 minute walking

			catchment to Redhill station
Nearest frequent bus route(s)	400 410 32 100	<600m	The whole of the search area is within 10 minutes walking catchment of numerous bus routes
Describe bus service:	400: Hourly bus service from Caterham to East Grinstead 410: Half hourly from Hurst Green to Redhill 32: Hourly from Redhill to Guildford 100: Thrice hourly bus service from Redhill to Maidenbower		
Nearest primary school(s)	Brambletye St Matthews	<1200m	The vast majority of the search area is within a 20 minute walking catchment to one of two primary schools, with the exception of a small part on the most eastern extent of the search area. The southern part of the search area is largely within 10 minutes walk. Additional primary school provision is planned in the Redhill area which may increase accessibility further
Nearest secondary school(s)	Warwick	<1200m	The vast majority of the search area is within a 20 minute walking catchment to the nearest secondary school with the exception of the southernmost extent. The north of the search area is within 10 minutes walking distance. Additional secondary school provision is planned in the Redhill area which may increase accessibility further
Nearest GP(s)	Redhill	1km-1.5km	The majority of the search area falls within a 20 minute walk to the nearest GP practice, except for the north-easternmost part
Nearest employment area	Redhill Kingsfield Business Park Holmethorpe	600m-1km	The search area falls comfortably within a 20 minute walking catchment to local employment opportunities in the locations listed and a significant proportion is within a 10 minute walk.

Any accessibility and connectivity issues/concerns?

The search area lies around the A25 corridor which leads into Redhill. The impact of any development in this area on congestion, the road network and planned improvements in Redhill Town Centre will need to be carefully considered.

Accessibility and transport conclusions

The search area has a high degree of accessibility to all of the local services, benefitting in particular from its proximity to Redhill TC and local employment areas.
The search area is also well served by bus routes, both local and further afield, which enhances accessibility. Access to the strategic road network (A25) is also good.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

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

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

Area of Search K: Merstham

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

High level assessment of landscape character and sensitivity

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

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

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

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

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

Landscape Conclusions

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

Heritage mapping

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

Historic landscape classification

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

Heritage conclusions

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

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

Countryside accessibility

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

Green infrastructure considerations

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

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

Areas containing significant amounts of land within Zone 2

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

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

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Redhill	2.5km-4km	The search area lies outside of a 20 minute walking catchment to Redhill TC. The search area lies within a 15-20 minute drive from Redhill TC and existing bus services mean that public transport would be feasible
Local centre(s)	Multiple	400m-1km	The western parts of the search area fall within a 10 minute walking catchment to a number of local centres. The east of the search area falls just outside of a 10 minute walking catchment to a local centre. Enhanced retail and service provision is planned as part of a new local centre in Merstham
Rail station(s)	Redhill	400m-1.5km	The west of the search area falls within a 20 minute walking catchment to Merstham station. The easternmost extent of the search area falls within a 10 minute drive but current bus routes mean that direct public transport is not feasible.
Nearest frequent bus route(s)	430/435 405 540	<600m	The vast majority of the search area is within a 10 minute walking catchment to a bus route with the exception of part to the north of the M25
Describe bus service:	430/435: 4 per hour circular service from Merstham to Redhill/Reigate 405: 4 per hour service from Redhill to West Croydon 540: Irregular service from Oxted to Redhill		
Nearest primary school(s)	Merstham Furzefield	<1km	The search area falls within a 20 minute walking catchment to one of two primary schools with a significant proportion of the search area within 10 minutes. Additional primary school provision is planned in the Redhill area which may further improve accessibility.
Nearest secondary school(s)	Warwick RAA	2km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The majority of the search area falls within a 10-15 minute drive to the nearest secondary school and existing bus routes are such that public transport would be feasible Additional secondary school provision is planned in the Redhill area which may improve accessibility
Nearest GP(s)	Merstham	<1.2km	The search area lies within a 20 minute walking catchment to the nearest GP surgery
Nearest employment area	Wells Place	600m-2km	The western part of the search area falls within a 20 minute walking catchment to local employment opportunities at Wells

			Place. The eastern part of the search area is within a 10-15 minute drive and public transport could be feasible.
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Any accessibility and connectivity issues/concerns?

The part of the search are north of the M25 is only accessible via Rockshaw Rd and capacity to cope with high traffic flows from large scale development would need careful consideration.

Accessibility and transport conclusions

The search area generally has a reasonable degree of accessibility to a range of local services; however, accessibility does decline slightly in more easterly parts of the search area.
Secondary school accessibility is a concern; however, the search area may benefit from additional provision planned in the Redhill area.
The search area is reasonably well served by bus services providing regular routes both locally to Redhill and further afield to Croydon

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a cluster of PDL in the mid/east-section of the search area which consists of farm buildings and offices and school premises. In the northern part of the search area there is a fairly consistent line of residential properties along Rockshaw Road
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	To the north and east are the M25 and M23 which represent the strongest boundaries possible in physical and visual prominence Bletchingly Road runs east-west through the search area and would represent a robust boundary. There is a lake surrounded by a tree lined bank in the of the search area which would act as a brake on southern expansion.
Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	No.
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	No.
Does the Area of Search play a role in the setting and special character of a historic town?	Yes – the northern part has limited value in respect of the the setting of the Rockshaw Rd conservation area.

Strategic Green Belt conclusions

The countryside within the search area is largely disturbed and disjointed and this has implications for openness. The part of the search area north of the M25 has a greater degree of openness and there is intervisibility and long range views across the wider countryside. There is a reasonable degree of development and built land in the southern part of the search area which has implications from a Green Belt perspective. The green belt in the area has low or no sensitivity with regards to strategic or local gaps, and only the northern part has limited sensitivity from a historic setting perspective.

Overall summary of sensitivity

Landscape: Generally low sensitivity across the search area with higher sensitivity in the part north of the M25.
Heritage: Generally low sensitivity in the south of the search area; higher in the north
Biodiversity and green infrastructure: Generally low sensitivity across the search area with localised higher sensitivity in the very south of the search area
Flood risk: High sensitivity in the north-west and southernmost parts of the search area; otherwise of lower

sensitivity

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

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

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

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

Area of Search L: East of Salfords

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

The search area is not subject to any specific landscape designations. Due to the topography, the potential for long range views across the wider countryside in this area is quite high. Generally in the wider area, the LTCA concluded a medium to high landscape sensitivity; however, the east of Salfords particularly was seen to have a more disrupted landscape and lower sensitivity. Given this, the search area is considered to have a low to medium landscape sensitivity.

Heritage mapping

Heritage assets	LB(s)	No	There are a small number of statutory (Grade II) listed buildings adjoining the search area with a single locally listed building within the search area
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The search area is almost wholly classified as regular 'ladder' field pattern. There is a small area of land used for sport/recreation in the north-west of the search area.

Heritage conclusions

Overall the search area is subject to very few heritage constraints/designations and is therefore of low sensitivity in this regard. There may be some limited localised sensitivity with regards to the setting of statutory listed buildings along the eastern extent of the search area.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There are two areas of AW in the centre and south of the search area
	SNCI	Yes	A potential SNCI runs through the search area
	RIG(s)	No	
	BOA	No	
Other	No		

Countryside accessibility

A long bridleway runs north-south through the centre of the search area and several short footways shoot east-west off of this 'spine' route

Green infrastructure considerations

There are no major GI concerns with development in this area. The Millenium Trail, which runs north-south through the area, and countryside paths are good for pedestrian connectivity and countryside accessibility and should be

maintained.

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

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

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

Accessibility mapping

	Name	Distance	Commentary
Town centre	Horley	2-4km	The search area lies outside of a 20 minute walking catchment to the nearest town centre. The search area is within a 10-20 minute drive to Horley TC and good bus services (notably Fastway) exist.
Local centre(s)	Salfords	600m+	With the exception of the northernmost part, the search area falls outside of a 10 minute walking catchment of the nearest local centre.
Rail station(s)	Salfords	<1200m	The whole of the search area lies within a 20 minute walking

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

Any accessibility and connectivity issues/concerns?

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

Accessibility and transport conclusions

The search area has a reasonable degree of accessibility to the local services listed above – in particular employment opportunities and rail services. However, accessibility to school provision is lower.

The search area benefits from its proximity to the A23 corridor and Fastway which provides a regular bus route into both Horley and Redhill, increasing the accessibility of this area. It may also benefit from planned infrastructure provision and improvements as part of the North East and North West Sector new neighbourhoods.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

role in the setting and special character of a historic town?	
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Strategic Green Belt conclusions

The search area is largely undeveloped with only sporadic development and therefore displays the openness associated with the Green Belt. The exception to this is a number of residential properties along Honeycrook Lane and Perrywood Business Park. The search area does not fall within a strategic or local gap and is likely to have low or no sensitivity in this respect. Strong boundaries within the search area create a well defined parcel; however, the existing boundary to the east of Salfords is very strong, formed by a railway line.

Overall summary of sensitivity

Landscape: Generally low to medium sensitivity across the search area

Heritage: Generally low sensitivity across the search area

Biodiversity and green infrastructure: Low sensitivity in the north of the search area; some localised higher sensitivity in the south

Flood risk: Generally low sensitivity across the search area with localised areas of higher sensitivity which could be avoided

Other constraints: No significant constraints

Accessibility: Reasonable level of accessibility to many local services; particularly enhanced due to good access to local public transport routes.

Strategic fit: Does not adjoin main town but very well located in relation to strategic A23 corridor. Very good access to rail corridor.

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

Area of Search M: South Earlswood

Landscape mapping

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

The search area is not subject to any landscape designations. The LTCA recognises that the topography in the area gives rise to long range landscape views and generally concludes the area to be of medium to high landscape sensitivity. There is no evidence to deviate from this conclusion.

Heritage mapping

Heritage assets	LB(s)	Yes	There are a small number of Grade II listed buildings in the south of the search area and isolated instances of locally listed buildings.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	Single small area of high archaeological potential in the centre of the search area
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The search area is classified as partly regular ladder field pattern and partly large 'prairie' fields. There is also an area of disused clay pit in the north of the search area.

Heritage conclusions

Given the limited features and assets in and around the search area, heritage sensitivity is broadly low.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	Some isolated areas of designated Ancient Woodland.
	SNCI	Yes	The search area is close to the Petridgewood Common SNCI. There is a large potential SNCI in the north of the search area.
	RIG(s)	No	
	BOA	Yes	Only in respect of proximity to the River Mole BOA
	Other	No	

Countryside accessibility

There are two PROWs running north-south through the search area and a route running east-west through alongside the stream.

Green infrastructure considerations

Connectivity is not an issue for this search area as it is surrounded by ample greenspace. Development in the southern part of the search area would interfere with east-west connectivity between South Earlswood and Salfords. The Millenium Trail (Sustrans) route runs north-south through the search area.

Nature conservation/biodiversity conclusions

The search area is subject to few nature conservation designations and has broadly limited sensitivity in this regard. There is a degree of sensitivity around the potential SNCI in the north of the search area as well as in the very south-west part of the search area which forms a green corridor between the settlements of South Earlswood and Salfords.

The search has limited amenity value as accessible countryside or formal recreation space.

Flood risk mapping

Flood risk	Flood Zone 3b	Yes	There is a band of land in Zone 2 / 3 along south eastern boundary
	Flood Zone 3a		
	Flood Zone 2	Yes	
	Area at risk of surface water flooding	Yes	

Sequential testing commentary

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

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

Accessibility mapping

	Name	Distance	Commentary
Town centre	Redhill	2.5km-4km	The search area lies outside of a 20 minute walking catchment to Redhill TC. The search area lies within a 15-20 minute drive from Redhill TC and good bus services exist
Local centre(s)	Salfords	400m-1.2km	Only the southern part of the search area is within a 10 minute walking catchment to Salfords local centre; the remainder falls outside.
Rail station(s)	Salfords	600-1.5km	The majority of the search area falls within a 20 minute walking catchment to Salfords station. The northermost part of the search area falls outside of walking catchment but is within a 10 minute drive and existing bus services are such that public transport would be feasible.
Nearest frequent bus	424	<600m	All of the search area is within a 10 minute walking catchment to a

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

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

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

of sensitivity with regards to maintaining the locally important gap between South Earlswood and Salfords; however, the degree of sensitivity as a settlement break is very high in the very south-west of the search area.

Overall summary of sensitivity

Landscape: Generally medium to high sensitivity across the search area

Heritage: Generally low sensitivity across the search area

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

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

Other constraints: No significant constraints

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

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

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

Area of Search N: West of Salfords

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

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

Heritage mapping

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

Historic landscape classification

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

Heritage conclusions

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

Biodiveristy and green infrastructure mapping

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

Countryside accessibility

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

Green infrastructure considerations

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

Nature conservation/biodiversity conclusions

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

Flood risk mapping

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

Sequential testing commentary

Band of Zone 2 /3 at northern and southern ends
Area primarily within Zone 1 where development can be accommodated without encroachment into flood zones 2 and 3

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

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

Environmental health and amenity

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

Physical and topographical features

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

Land availability and deliverability

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

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

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

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

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a distinct pocket of PDL fronting the A23 mainly in commercial/storage use. Otherwise, there is very little/no PDL of note in the rest of the area.
Does the Area of Search include	There is a belt of trees running north-south through part of the centre of the

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

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

Area of Search O: North West Horley

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

High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The majority of the search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change.</p> <p>The area to the North of Horley was specifically identified as graduating rapidly from urban to rural with generally visually monotonous farmland landscape. The area in and around the allocated North West Sector is judged to have medium to low sensitivity.</p> <p>On this basis, the landscape in the search area can be judged to have a low to medium sensitivity to change.</p>			
Landscape Conclusions			
The search area is not subject to any landscape designations. There are some sensitive views into the landscape surrounding Horley when approaching from the north. The LTCA concludes the area to be of low to medium landscape sensitivity and there is no evidence to deviate from this.			

Heritage mapping			
Heritage assets	LB(s)	Yes	Small number of statutory Grade II listed buildings within the search area.
	CA(s)	No	
	SAM(s)	No	
	Area of Archaeological Potential	Yes	One area of high archaeological potential in the west of the search area
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is largely classified as semi-regular fields of varied size and large 'prairie' fields. The search area also includes areas of scattered settlement with paddocks.			
Heritage conclusions			
Overall the search area is subject to few heritage constraints/designations and is therefore of lower sensitivity in this regard (with the exception of localised sensitivity around specific interest features)			

Biodiversity and green infrastructure mapping				
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure unlikely	
	SSSI	No		
	LNR	No		
	AW	Yes		
	SNCI	Yes		One area of AW in the centre of the search area
	RIG(s)	No		Bolters Wood SNCI corresponds with the AW above
	BOA	Yes		River Mole BOA runs through search area
	Other	Yes		Large proportion of the search area is proposed Riverside Green Chain
Countryside accessibility				
An east-west PROW route runs through the search area, primarily along the edge of the urban area. There is a PROW running north-south through the west of the search area.				
Green infrastructure considerations				
There is a deficit of parks and open spaces in Horley which is being addressed by the Riverside Green Chain, but more development will add to the pressure on this recreation space. Views on entering Horley from the north should be considered.				
Nature conservation/biodiversity conclusions				

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

Flood risk mapping

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

Sequential testing commentary

Area containing significant amounts of land within Zones 2 and 3

Flood risk conclusions

The search area is broadly of higher sensitivity with regards to flood risk; however, there are some limited areas of lower sensitivity close to the urban area/land allocated for the North West Sector.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the search area is likely to be Grade 4. It is possible that some land to the very western extent of the search area may be Grade 3
	Grade 3	No	
	Grade 4	Yes	
Formal recreation space		No	Riverside Green Chain proposed as part of the North West Sector
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No significant concerns regarding noise pollution. Possible localised issue where the search area adjoins the A23 to the east	
	Contaminated Land	No	
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	Burstow Stream runs east-west through the search area There is no notable change in land levels across the search area.
Any other constraints or designations	Oil pipeline runs east-west through the centre of the search area Majority of search are proposed as riverside green chain

Land availability and deliverability

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

Accessibility mapping

	Name	Distance	Commentary
Town centre	Horley	1.2km-2.5km	The search area lies outside of a 20 minute walking catchment to Horley TC. The search area is within a 10-20 minute drive from Horley and existing bus services (notably Fastway/Horley Town Bus) mean that public transport would be feasible.
Local centre(s)	Horley	600m+	The search are falls outside of a 10 minute walking catchment to the nearest local centre. A local centre is planned as part of the Horley North West Sector development which would significantly improve accessibility
Rail station(s)	Salfords Horley	1.5km+	The search are falls outside of a 20 minute walking time to the nearest rail station in Salfords.

			The majority of the search area is within 10-15 minutes drive to a rail station and existing bus services mean that public transport would be feasible.
Nearest frequent bus route(s)	123 100 400 424	<800m	The majority of the search area falls within a 10 minute walking catchment to a number of bus routes
Describe bus service:	100: Thrice hourly from Redhill to Maidenbower (via Horley) 123: Irregular Horley Town Bus (circular) 400: Hourly from Caterham to East Grinstead 424: Half hourly service from ESH to Redhill/Hourly service from Copthorne to Redhill (via Horley)		
Nearest primary school(s)	Meath Green	600m-1200m	The search area falls within a 20 minute walking catchment to Meath Green Infant/Junior schools, with a significant proportion falling within 10 minutes walk. Additional primary school provision is planned as part of the North West Sector development which will further improve accessibility
Nearest secondary school(s)	Oakwood	1.2km-3km	The search area falls outside of a 20 minute walk catchment to the nearest secondary school. The majority of the search area falls within a 10-15 minute drive and existing bus services mean that public transport would be feasible
Nearest GP(s)	Horley	1.2km-2km	The majority of the search area falls outside of a 20 minute walking catchment to the nearest GP. The search area is comfortably within a 10-15 minute drive and existing bus services mean that public transport would be feasible. A new GP surgery is planned as part of the North West Sector development which will improve accessibility in this area in the long term.
Nearest employment area	Salfords Horley Balcombe Road Industrial Area	<1.5km	The vast majority of the search area falls within a 20 minute walking catchment to local employment opportunities in Salfords and Balcombe Road Industrial Area. The search area could access employment opportunities in Horley TC or Gatwick Airport in 10-15 minutes by bus

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

The search area generally has a reasonable degree of accessibility to the key local services and facilities; particularly the more eastern parts closer to the A23. Further infrastructure provision and road/transport improvements planned as part of the North West Sector neighbourhood will further improve accessibility of the search area. The search area is also reasonably well served by local bus routes and Fastway which connects regularly to further afield.

Strategic fit and principles of sustainable development

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

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

Does the Area of Search include previously developed land? If so, describe nature and extent.	There is a hotel and estate of park homes which create a distinct area of PDL. The remainder of the search area consists of sporadic agricultural and low density residential development and there is no large scale PDL of note.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Meath Green Lane runs north-south and a river runs east-west. The river represents the most physically recognisable and potentially robust boundary. The A23 acts could act as a boundary to the east.
Is the Area of Search in a strategic	No.

gap which has a role in checking the unrestricted sprawl of large built up areas?	
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – the search area falls within the gap between Salfords and Horley. The easterly part plays a more sensitive and important role in this gap, particularly the part to the east of the A23.
Does the Area of Search play a role in the setting and special character of a historic town?	No.

Strategic Green Belt conclusions

The western part of the search area is largely undeveloped and the countryside is very open; however, the backdrop of this may change when the North West Sector is developed. The eastern part of the search area has a higher degree of development and is more interrupted. There are a number of physically robust boundaries, not least the River Mole which acts as the brake on the northern sprawl of Horley. The search area falls in the gap between Salfords and Horley and generally has some limited sensitivity in this respect; however, the eastern part of the search area around the A23 has a higher degree of sensitivity, particularly in maintaining the visual separation of these settlements as perceived from the A23 corridor.

Overall summary of sensitivity

Landscape: Generally low to medium sensitivity across the search area

Heritage: Generally low sensitivity across the search area

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

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

Other constraints: Significant proportion proposed as Riverside Green Chain

Accessibility: Reasonable level of accessibility to local services; likely to improve further as a result of NWS development and reasonably well served by local public transport routes.

Strategic fit: Adjoins Horley and reasonably well located in relation to strategic A23 corridor. Access to rail network is more limited

Strategic Green Belt: The search area is within the rural surrounds of Horley (not Green Belt) but generally has some limited sensitivity as a local separator; however, which rises to very high sensitivity in the easternmost parts near the A23.

Area of Search P: South of Horley

Landscape mapping			
Landscape designations	AONB	No	The southern parts of the search area adjoining the M23 are covered by the Gatwick Open Setting designation
	Green AGLV	No	
	Amber AGLV	No	
	Red AGLV	No	
	Gatwick Open Setting	Yes	
High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The search area falls within Area C1 of the LTCA. This area was adjudged to have a gentle topography allowing for the possibility of expansive views. Landscape in the area was seen to have a generally unified character; however, some variety where it meets the urban area was noted. Overall, landscape in this area was adjudged to have a medium to high degree of sensitivity to change. However, the area to the South of Horley was specifically identified as having an interrupted landscape with the associated visual and noise impacts of transport infrastructure leading to a low sensitivity to change. The East of Horley was assessed as having an interested graduated, if occasionally untidy fringe with generally medium to high sensitivity to change but with localised areas of low sensitivity.</p>			
Landscape Conclusions			
<p>The search area has a mixed landscape, which in the south is highly interrupted and in the east has a fringe which graduates from urban to rural. The southern part of the search area forms part of the Gatwick Open Setting and plays a part in maintaining a landscape buffer to Gatwick airport beyond. Due to the Gatwick Open Setting and development along the main transport corridor, the southern part of the search area is considered to have low to medium landscape sensitivity. The eastern part has medium sensitivity which increases further from the urban area.</p>			
Heritage mapping			
Heritage assets	LB(s)	Yes	There are a small number of locally and statutory listed (Grade II) buildings scattered throughout the search area and within the adjoining urban area
	CA(s)	No	
	SAM(s)	Yes	There is one SAM on the eastern edge of the search area
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	
Historic landscape classification			
The search area is largely classified as large regular field pattern and some areas of 'prairie' fields. The search area also includes areas of scattered settlement with paddocks as well as regenerated and plantation woodland.			
Heritage conclusions			
Overall the search area is subject to few heritage constraints/designations and is therefore of lower sensitivity in this regard. However, there is a degree of localised sensitivity in and around the SAM in the east of the search area.			
Biodiveristy and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Not proximate – recreational pressure highly unlikely
	SSSI	No	
	LNR	No	
	AW	No	Potential SNCI on the eastern edge of the search area.
	SNCI	Yes	
	RIG(s)	No	Parts of the search area in the east fall within the River Mole BOA.
	BOA	Yes	
	Other	No	
Countryside accessibility			
There is a network of PROW routes covering a large proportion of the search area, particularly in the eastern part and linking into the wider countryside around Horley. There is a single east-west route in the western part of the search area.			
Green infrastructure considerations			

The GI in this area has an important role in flood attenuation. From a connectivity and open space perspective there are no major issues with development in this area.

Nature conservation/biodiversity conclusions

The search area is subject to few nature conservation designations and is of generally lower sensitivity in this regard.

Flood risk mapping

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

Sequential testing commentary

Area containing significant amounts of land within Zones 2 and 3

Flood risk conclusions

The search area is generally of higher sensitivity with regards to flood risk; however, there are limited areas where sensitivity is lower.

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land within the east of search area is likely to fall within either Grade 3 or Grade 4. The western part of the search area is most likely to be Grade 4.
	Grade 3	Yes	
	Grade 4	Yes	
Formal recreation space		Yes	Land in the northern part of the search area has been identified as having potential for a town park.
Common land		No	
Aerodrome safeguarded land		Yes	Gatwick Airport

Environmental health and amenity

Pollution/contamination	Noise/AQ		The southern part of the search area may be subject to noise/air pollution associated with the M23/A23. The southern part of the search area also falls within the noise contour for Gatwick airport
	Contaminated Land	No	
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	Burstow Stream runs north-south through the search area There are no land level changes across the search area that would limit development potential
Any other constraints or designations	None to note

Land availability and deliverability

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

Accessibility mapping

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

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

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

Due to its proximity to the centre of Horley, the search area generally benefits from a reasonably good degree of accessibility to many of the local services and facilities listed above; however, accessibility does decline slightly for some of the more southerly and easterly parts of the search area.
The search area is in reasonable proximity to a number of regular bus routes in and around Horley which further enhances accessibility. Similarly, access to the strategic road network A23/M23 is also good.

Strategic fit and principles of sustainable development

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

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

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

Is the Area of Search in a strategic gap which has a role in checking the unrestricted sprawl of large built up areas?	Yes – particularly in the south of the search area the rural surrounds of Horley plays a role in maintaining separation between Horley and Gatwick (BLP designation - Gatwick airport open setting is in the southern part of the area).
Is the Area of Search in a local gap which has a role in preventing neighbouring towns/settlements from merging?	Yes – potentially the eastern part of the search area contributes to the gap between Horley and Smallfield but given size of gap not particularly sensitive
Does the Area of Search play a role in the setting and special character of a historic town?	No.

Strategic Green Belt conclusions

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

Overall summary of sensitivity

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

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

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

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

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

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

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

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

Area of Search Q: West of Tadworth

Landscape mapping

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

The search area falls within the area of AGLV with some shared characteristics with the AONB. Proximity to Epsom Downs and its setting also gives rise to a specific landscape sensitivity. The LTCA assessed the area as having a high landscape sensitivity and there is no evidence to deviate from this conclusion.

Heritage mapping

Heritage assets	LB(s)	No	With the exception of a listed coal tax post in the adjoining urban area, there are no instances of listed buildings to note within or adjoining the search area
	CA(s)	No	
	SAM(s)	Yes	One large SAM in the north of the search area along Epsom Lane North
	Area of Archaeological Potential	No	
	Historic Park or Garden	No	
	Other	No	

Historic landscape classification

The southernmost part of the search area is classified as land used for equine purposes and paddocks. The search area also has areas of regular assart fields and in the northernmost part an area of 'prairie' fields. The search area adjoins chalk grassland associated with Epsom Downs.

Heritage conclusions

The southern part of the search area is subject to few or no heritage constraints and has limited sensitivity in this regard. Due to the presence of the SAM in the northern part of the search area, this part experiences a higher degree of localised sensitivity.

Biodiversity and green infrastructure mapping

Nature conservation designations/interest features	SAC	No	Not proximate to the SAC – recreational pressure unlikely
	SSSI	No	
	LNR	No	
	AW	Yes	There are some areas of AW to the west of the search area.
	SNCI	Yes	Downs View Wood SNCI lies to the west of the search area.
	RIG(s)	No	
	BOA	Yes	The entirety of the search area falls within the North Downs (ND04) BOA.
	Other	No	

Countryside accessibility

Limited number of north-south routes mainly running along the edge of the search area with little penetration into the wider countryside

Green infrastructure considerations

The northern part of the search area is in a major area of wildlife connectivity; in terms of connectivity the southern part of the search area is less significant.

Nature conservation/biodiversity conclusions

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

Flood risk mapping

Flood risk	Flood Zone 3b	No	The broad area is at low risk from fluvial flooding
	Flood Zone 3a	No	
	Flood Zone 2	No	
	Area at risk of surface water flooding	Yes	Largely limited risk of surface water flooding across the search area. Some localised channels may experience intermediate risk

Sequential testing commentary

Search area wholly within Flood Zone 1

Flood risk conclusions

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

Other constraints/considerations

Land use and protection

Agricultural land classification	Grade 2	No	Land in the northern part of the search area is non-agricultural. The southern part of the search area is likely to fall within Grade 3.
	Grade 3	Yes	
	Grade 4	No	
Formal recreation space		No	
Common land		No	
Aerodrome safeguarded land		No	

Environmental health and amenity

Pollution/contamination	Noise/AQ	No noise/air pollution concerns	
	Contaminated Land	Yes	Minor chalk pit in the southern part of the search area.
	Other comments		

Physical and topographical features

Are there any topographical features that could limit development potential?	There is a relatively notable rise in land levels from north to south across the southern part of the search area
Any other constraints or designations	Oil pipeline runs east-west through the north of the search area

Land availability and deliverability

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

Commentary:

Accessibility mapping

	Name	Distance	Commentary
Town centre	Epsom	2-3km	The search area is in excess of a 20 minute walking catchment to the town centre The search area could access the town centre within 15-20 minutes by bus
Local centre(s)	Tattenham Shelvers Tadworth		
Rail station(s)	Tadworth Epsom Downs	<1200m	The majority of the southern part of the search area is within 20 minutes walking catchment to either Tadworth or Epsom Downs stations
Nearest frequent bus route(s)	420/460	600m+	The majority of the search area is outside of a 10 minute walk of the 420/460 bus route with the exception of a small area in the

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

Any accessibility and connectivity issues/concerns?

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

Accessibility and transport conclusions

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

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

Strategic Green Belt conclusions

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

Overall summary of sensitivity

Landscape: Generally high sensitivity across the search area

Heritage: Low sensitivity in the south of the search area with higher sensitivity in the northern part

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

Flood risk: Low sensitivity across the search area

Other constraints: Some topographical constraints but unlikely to significantly limit development

Accessibility: Relatively poor level of accessibility to local services and not well served by local public transport routes

Strategic fit: Does not adjoin major town and poorly located in relation to strategic road and rail network

Strategic Green Belt: Generally has some limited sensitivity as a local separator with settlements in the west

Area of Search R: Walton on the Hill

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

High level assessment of landscape character and sensitivity			
What were the conclusions of the Landscape Character Assessment in relation to land within the area of search?			
<p>The search area falls within Area A4 of the LTCA. This area was viewed as having a diverse landscape with strong integration between the urban and rural fringe areas. The degree of manicured countryside was also noted within the area as was the prominent heathland at Walton Heath. It was noted that the AGLV around Walton on the Hill shares some characteristics with the AONB, and that the Conservation Area forms the urban-rural boundary in Walton on the Hill. Overall the landscape within this area was judged to have a high sensitivity to change.</p>			
Landscape Conclusions			
The search area is within the area of AGLV identified as having some shared characteristics with the AONB and the southern part of the search area is close to the AONB, thus its setting may be sensitive. The LTCA identifies that the area within which the search area falls as having generally high landscape sensitivity.			

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

Historic landscape classification			
The north of the search area is predominantly classified as land within equine/sporting use. In the south, there are areas of 'prairie' fields, an area of landscaped gardens running alongside the urban area and blocks of assarted and coppice woodland.			
Heritage conclusions			
The relationship with the adjoining conservation area of Walton on the Hill means that the majority of the search area experiences a degree of heritage sensitivity. Some localised parts of the search area have a particular sensitivity given the need to consider specific assets, particularly around the HPG and listed buildings at Walton Manor.			

Biodiversity and green infrastructure mapping			
Nature conservation designations/interest features	SAC	No	Proximate – the south of the search area is close to the 800m buffer zone – recreational pressure could be possible
	SSSI	No	
	LNR	No	
	AW	Yes	There are several large areas of Ancient Woodland in and adjoining the search area
	SNCI	Yes	Sandhill Wood SNCI is within the search area The search area is also close to the Walton Heath SNCI
	RIG(s)	No	
	BOA	Yes	The northern part of the search area adjoins and partly overlaps the North Downs (ND04) BOA.

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

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

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

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

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Epsom	4km+	The search area is in excess of a 20 minute walking catchment

	Banstead		to the town centre The search area is in excess of 20 minutes by bus to the nearest town centre
Local centre(s)	Tadworth Walton		
Rail station(s)	Tadworth	1-2km	The northern tip of the search area is just within a 20 minute walking catchment to the station, the vast majority is outside. The search area could access Tadworth station in 5-10 minutes drive and existing bus routes mean that public transport would be feasible
Nearest frequent bus route(s)	460	<800m	The majority of the search area (north in particular) is within 10 minutes walking catchment of the 460 bus route
Describe bus service:	460: Hourly route from Redhill to Epsom Downs		
Nearest primary school(s)	WotH	500m-2km	The majority of the search area falls within a 20 minute walking catchment to Walton on the Hill Primary, with some parts within a less than 10 minute walk. The south of the search area has lower accessibility to a primary school, falling outside the 20 minute but within a 10 minute drive (although the existing bus service does not service this southern tip)
Nearest secondary school(s)	Beacon RAA	4km+	The search area lies a significant driving distance from a secondary school. No public transport services provide access to a secondary school; driving would be a necessity
Nearest GP(s)	Tadworth	1.2km+	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The northern part of the search area could access a GP practice in 10-15 minutes by bus but the southern part falls outside even this catchment.
Nearest employment area	Pitwood Park	1.2km+	The search area falls outside of a 20 minute walking catchment to local employment locations. The northern part of the search area could access opportunities in Pitwood Park in 10-15 minutes by bus but the southern part falls outside even this catchment.

Any accessibility and connectivity issues/concerns?

Poor access to strategic road network and existing access to the search area is reliant upon local roads which would likely need significant improvement to support large scale development.

Accessibility and transport conclusions

The search area is generally of very low accessibility, falling predominantly outside reasonable walking catchments to many of the key services and facilities. Public transport accessibility is also limited with the area served by an infrequent (hourly) bus route, meaning car transport is likely to be a necessity. Access to the strategic road network is also indirect.

Given existing bus routes, it is possible that development within the search area may look towards services in the adjoining district of Epsom & Ewell, particularly at Epsom TC.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	In the north of the search area there are some equestrian developments and a band of residential development/institutional use which together produce a cluster of PDL and an interrupted area of GB. Instances of PDL in the southern part of the search area are limited and sporadic, mainly associated with agricultural use.
Does the Area of Search include readily recognisable physical	In the north of the search area, Ebbisham Lane running north-south and acts as a strong physical boundary preventing eastern expansion and Motts Hill

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

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

Area of Search S: South of Banstead

Landscape mapping

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

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

Heritage mapping

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

Historic landscape classification

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

Heritage conclusions

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

Biodiversity and green infrastructure mapping

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

Countryside accessibility

The search area is traversed by a comprehensive network of PROWs, both north-south and east-west; providing

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

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

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

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

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	1-2km	The northern tip of the search area falls just within a 20 minute

			walking catchment to the town centre but the majority is outside this catchment. The search area could access the town centre in 10-15 minutes by bus
Local centre(s)	Burgh Heath	500m	The southern part of the search area is within a 10 minute walking distance to the Burgh Heath local centre
Rail station(s)	Banstead Kingswood Tadworth	1-2km	The southernmost part of the search area falls within a 20 minute walking catchment to Kingswood Station; however, the majority is outside of this catchment. The search area could access Banstead or Tadworth stations in 15-20 minutes by bus
Nearest frequent bus route(s)	420 318	500-1km	The western half of the search area (closest to the A217) is within 10 minutes walking distance of the 420 or 318 bus routes. The eastern half of the search area is outside of the 10 minute walking catchment
Describe bus service:	420: Hourly route from Redhill to Sutton 318: Infrequent – Epsom to Burgh Heath circular		
Nearest primary school(s)	Multiple	1-2km	With the exception of the northernmost parts, the search area lies outside of a 20 minute walking catchment to the nearest primary school. The search area could access nearby primary schools within 10-15 minutes by bus
Nearest secondary school(s)	Beacon	500m-2km	The western parts of the search area closest to the A217 are within 10-20 minutes walking distance to the Beacon School. All of the search area is within 2km.
Nearest GP(s)	Banstead Tadworth	1.2km-2.5km	The search area falls outside of a 20 minute walking catchment to the nearest GP surgery. The search area could access a GP surgery in 10-15 minutes drive; however, public transport is only likely to be feasible for the parts closest to the A217.
Nearest employment area	Banstead Pitwood Park	600m-2km	The northern part of the search area falls within a 20 minute walking catchment to local employment opportunities in Banstead The remainder of the search area is within a 10-15 minute drive of opportunities in either Banstead or Pitwood Park

Any accessibility and connectivity issues/concerns?

Access to the search area through the residential area is likely to be limited and access off of the A217 would need very careful consideration.

Accessibility and transport conclusions

The search area generally has relatively low accessibility to local services. However, the search area benefits from bus routes along the A217 which do improve accessibility, particularly for these western parts of the search area.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

Does the Area of Search include previously developed land? If so, describe nature and extent.	Yes – mainly sporadic single buildings (agricultural or residential); however, the school fronting the A217 in the west of the search area is a larger instance of PDL.
Does the Area of Search include readily recognisable physical features, likely to be permanent which could act as a boundary? If so describe nature and location.	Holly Lane in the north is a strong physical features. Reads Rest Lane in the south is a recognisable feature, however, in part is a relatively narrow lane and its strength as a boundary would be affected. There area intermittent wooded areas within the search area which could act as boundaries.
Is the Area of Search in a strategic	No.

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

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

Area of Search T: North of Kingswood

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

High level assessment of landscape character and sensitivity

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

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

Landscape Conclusions

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

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

Historic landscape classification

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

Heritage conclusions

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

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

Countryside accessibility

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

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

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

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

Accessibility mapping			
	Name	Distance	Commentary
Town centre	Banstead	2-4km	The search area falls significantly outside a 20 minute walking catchment to the town centre. The search area could access the town centre in 15-20 minutes by bus
Local centre(s)	Waterhouse Lane	500m	The majority of the search area lies within a 10 minute walking catchment of Waterhouse Lane local centre
Rail station(s)	Kingswood	<1km	The majority of the search area lies within a 20 minute walking

			catchment to Kingswood rail station (except the easternmost parts which fall outside of this catchment).
Nearest frequent bus route(s)	420/460	300m+	The westernmost parts of the search area are within a 10 minute walk to the 420/460 bus route. However, the majority of the search area (beyond Waterhouse Lane) fall outside of this catchment
Describe bus service:	420: Hourly route from Redhill to Sutton 460: Hourly route from Redhill to Epsom		
Nearest primary school(s)	Tadworth	500m-2km+	The westernmost parts (west of Waterhouse Lane) of the search area fall within a 20 minute walking catchment to the nearest primary school. Beyond Waterhouse Lane, the area falls outside of a 20 minute walking catchment and would likely necessitate driving to the nearest primary school
Nearest secondary school(s)	Beacon	2km+	The search area falls outside of a 20 minute walking catchment to the nearest secondary school. The westernmost parts of the search area nearest to the A217 benefit from possible bus access to the school; however, the travel time would be 15-20 minutes. It is likely that secondary school access would necessitate driving from parts of the search area further from the A217 corridor
Nearest GP(s)	Tadworth	600m-2.5km	The western part of the search area falls within a 20 minute walking catchment to the nearest GP surgery. The eastern part of the search area is within a 10-15 minute drive but limited bus services means car transport is likely to be necessary
Nearest employment area	Banstead Pitwood Park	1.2-2.5km	The search area falls outside of a 20 minute walking catchment to nearby local employment opportunities. The search area could access opportunities in Banstead or Pitwood Park in 10-15 minutes by bus.

Any accessibility and connectivity issues/concerns?

Accessibility and transport conclusions

The search area is generally of low accessibility. Whilst the search area has good access to a rail station and local shopping facilities, it generally falls outside of the catchment for many of the other important services. However, the western part of the search area closest to the A217 is considered to have a greater degree of accessibility, including being within close proximity to key bus routes along the A217.

Strategic fit and principles of sustainable development

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

Strategic Green Belt principles

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

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

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