

Development Management Plan (Regulation 18 stage)

Green Belt Review

Appendix 1: Parcel Assessments

ERM1 Land at Hillsbrow, Redhill**Purpose 1: To check the unrestricted sprawl of large built-up areas**

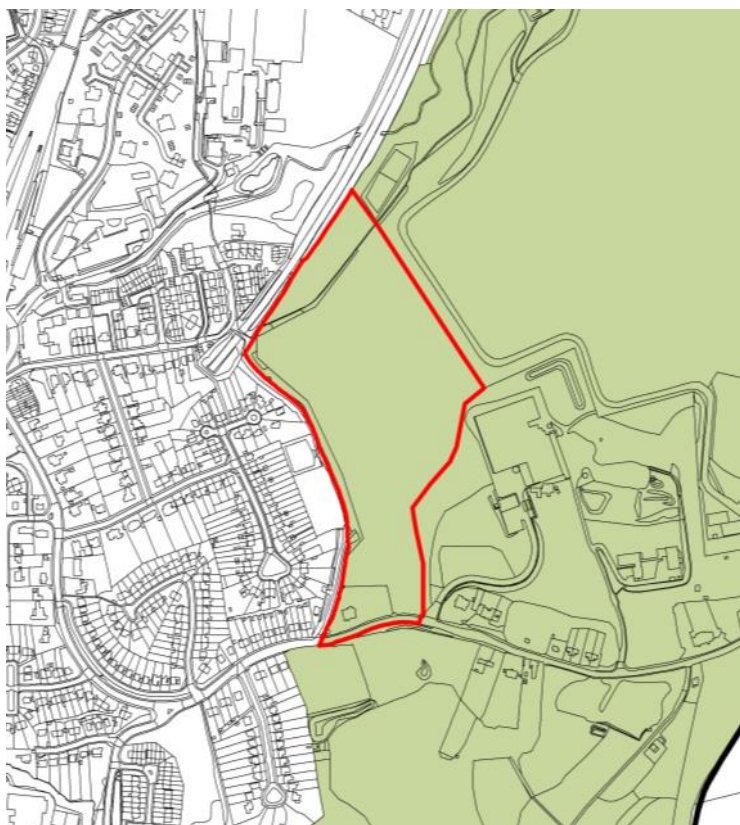
At least 30% of the boundary is contiguous with housing in Redhill. A further 24% of the parcel is in close proximity to the former Copyhold Works and existing semi-urbanised ribbon development along Nutfield Road to the north. On balance, the parcel is therefore considered to be partially contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are however, also predominantly strong: bounded by Philanthropic Road to the south and

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Green Belt**

<p>Redstone Hill Road to north. To the east there is a strong boundary of dense hedgerow and mature woodland some of which is ancient woodland. The strongest boundary would be formed by using the mature woodland and topography, and excluding the more open field in the south east of the parcel. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Redhill and Nutfield/South Nutfield. The existing settlement gap is approximately 1.85km and removal would leave a gap of approximately 1.45km – equivalent to a 23% reduction. The gap is therefore considered to be narrow and removal would lead to a partial reduction in separation.</p> <p>The intervening topography, coupled with the numerous areas of woodland both within the gap and on the boundaries of parcel means that the settlement gap is perhaps less vulnerable to the visual perception of merging at a local scale.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>There is some evidence that this parcel was previously a quarry, and was subsequently filled and now restored. The parcel was also historically a site for a school; however, very little physical evidence of this remains and the site is essentially greenfield and open in character, albeit densely wooded in the vast majority. Allotments are in the north west corner and a small number of houses lie along the Nutfield Road frontage. Overall, less than 10% of the parcel is covered in development. The built form best described as sporadic and the parcel is considered to be undeveloped.</p> <p>The openness of the parcel is not particularly appreciable externally at a local or landscape scale due to the density of woodland cover and overall visual strength of the boundaries. The topography of the site is such that it is a constraint to any encroachment as it would physically contain any development and somewhat distinguishes the parcel from the surrounding countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

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

ERM2 Land north of Nutfield Road, Redhill**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 50% of the boundary is contiguous with the existing urban area of Redhill. A further 20% of the parcel is “contained” by the built (and derelict) complex of the former Copyhold Works. On balance, the parcel is therefore considered to be well contained by the existing built up form of Redhill.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement

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<p>edge. The boundaries of the parcel are however, also predominantly strong: bounded by Nutfield Road to the south and a belt of dense woodland and hedgerow to the east (as well as topographical changes/man-made bunds associated with the landfill). Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Redhill and Nutfield. Existing settlement gap is approximately 1.75km and removal would leave a gap approximately 1.58km – equivalent to a 10% reduction. The gap is therefore considered to be narrow; however, removal would lead to a limited reduction.</p> <p>Due to the presence of the intervening built form of the Copyhold Works, at both landscape and local scale the gap between Redhill and Nutfield is arguably perceived as beginning to the east of the Works site. As such the criticality of the role of this parcel in that gap is reduced and taking account of all factors, removal of the parcel is unlikely to have a significant visual or physical impact on perceived coalescence.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel was previously a quarry pit/landfill but has been restored and has returned to open countryside. Significantly less than 10% of the parcel is covered by built form or urbanising development and therefore the parcel is considered to be undeveloped.</p> <p>Due to the density and visual strength of the boundaries and the presence of the adjacent brownfield Copyhold Works site, the parcel is not particularly visible at a local scale, nor does it read as part of the wider countryside and hence the perception of encroachment would be reduced. However, given the change in topography of the site, it is visible in some long range views and therefore the loss of openness on the parcel itself would be visible at a landscape scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

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

ERM3 Copyhold Works, Redhill**Purpose 1: To check the unrestricted sprawl of large built-up areas**

The parcel is physically detached from, and not adjacent to, the existing built up area of Redhill. In this respect, the parcel is considered to be not contained.

As the parcel is physically separate from the urban area, there is no existing boundary for comparison. The boundaries of the parcel itself are however strong, being formed by Nutfield Road along the southern boundary and largely by the extent of the

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<p>landfill to the north and east which is demarcated by dense woodland belts and man-made topographical changes such as bunds. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose. Were the parcel to be considered for release along with adjoining parcels, they would in combination have a greater relationship/degree of containment with the existing urban area such that this rating would fall to lower importance.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Redhill and Nutfield. Existing settlement gap is approximately 1.75km and removal would leave a gap approximately 1.32km – equivalent to a 25% reduction. The gap is therefore considered to be narrow and removal would lead to a partial reduction in separation.</p> <p>Given the already urbanised/developed character of the parcel and its more limited degree of openness, the role it plays visually in maintaining an open settlement gap is evidently reduced. In reality, the settlement gap between Redhill and Nutfield is perceived as beginning to the east of this parcel where the character becomes identifiably and consistently more open.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel was previously used as pit/quarry and subsequently for industrial purposes, the structures and hardstanding of which still remain. The main part of the parcel is therefore brownfield in character, with the remainder densely wooded. There is further built development in the form of a “ribbon” of dwellings in the south of the parcel along the Nutfield Road frontage. Overall, in excess of 50% of the parcel is covered by built form, hardstanding or other forms of urbanising development. The parcel is therefore considered to be partially developed.</p> <p>The parcel is somewhat secluded, with much of the boundaries of the parcel formed by dense woodland which is both visually and physically strong. Given this, there is a limited degree of intervisibility and relationship between the parcel and the wider countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower importance to</p>

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

ERM4 Land south of Bletchingley Road, Merstham**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 10% of the boundary is contiguous with the existing built up area of Merstham. However, the eastern boundary of the parcel is also related to the adjoining school site which, although in the Green Belt, is a built complex and to a degree feels part of the urban fabric of Merstham. Nonetheless, the parcel is considered to be not contained.

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<p>The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are also reasonably strong: to the south the boundaries are formed by an intermittent belt of trees/hedgerow but also the steep bank of the large reservoir/lake. To the north, the boundary is formed by Bletchingley Road and the eastern and western boundaries are similarly formed by mixed hedgerow/tree belts of varying density. Overall, the boundaries are considered to be average.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel abuts the borough boundary with Tandridge. The parcel lies between the settlements of Merstham and Bletchingley. The existing settlement gap is approximately 2.16km and removal would leave a gap approximately 2km – equivalent to less than a 10% reduction. The gap is therefore considered to be wide and removal would lead to a limited reduction in separation.</p> <p>The topography and boundaries of parcel are such that removal is unlikely to significantly impact on the gap in visual terms, either at a local or more landscape scale. The presence of the M23 motorway and some of the topographical features (such as waterbodies) in the intervening landscape also reduce the vulnerability of the gap to visual perception of coalescence.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is largely open with limited development in the north western corner in the form of an office block and associated hardstanding. Remaining development within the parcel consists of sporadic residential dwellings and small scale, semi-derelict agricultural/ancillary buildings. Approximately 15% of the parcel is covered by built for or urbanising development and therefore the parcel is considered to be undeveloped.</p> <p>As concluded above, the boundaries of the parcel are average and in visual terms the openness of the parcel can be perceived at a local and more landscape scale - there is also a degree of interrelationship between the parcel and the wider open countryside landscape to the south.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

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

ERM5 Land north of Bletchingley Road, Merstham**Purpose 1: To check the unrestricted sprawl of large built-up areas**

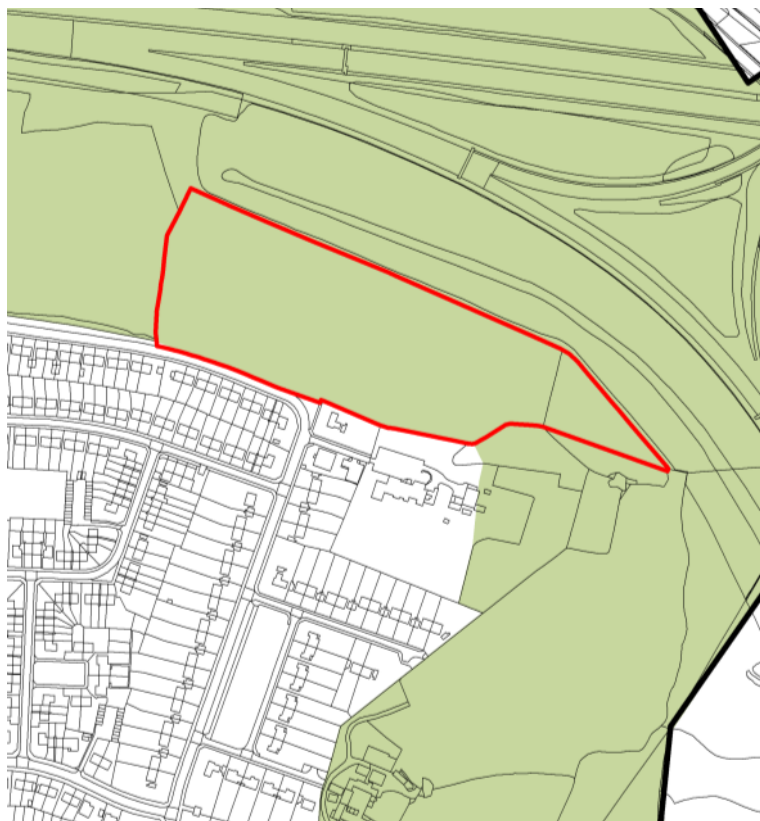
Approximately 35% of the boundary is contiguous with the existing built up area of Merstham. The parcel is therefore considered to be partially contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are relatively strong: the southern boundary is formed by Bletchingley Road whilst the remainder of the boundaries are formed largely of tree belts of varying degrees of density/strength. In the northern/north west corner of the parcel, the treed boundaries are “reinforced” by the man-made topographical changes/bund associated with the

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<p>motorways. Further sprawl would be robustly checked by the motorway network. Overall, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel abuts the borough boundary with Tandridge. The parcel lies between the settlements of Merstham and Godstone. The existing settlement gap to Godstone is approximately 3.5km and removal would leave a gap approximately 3.15km – equivalent to less than a 10% reduction. The parcel could also be considered – more indirectly – as part of the gap between Merstham and Caterham: this is currently 2.9km and removal would lead to a gap of approximately 2.7km, less than a 10% reduction. The gap is therefore considered to be wide and removal would lead to a limited reduction in separation.</p> <p>The topography and intervening physical features are such that removal of this parcel is unlikely to significantly impact on the gap in visual terms, either at a local or more landscape scale. These features also reduce vulnerability to visual coalescence in this part of the gap and in particular, the presence of the M23 motorway means that even at landscape scale, the settlement gaps are perceived as beginning to the east or north of the motorway network and in practice, the parcel therefore plays a limited role in the gap.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open countryside in agricultural/grazing use. There is limited built form in the east of the parcel in the form of a cluster of agricultural buildings and the main farm dwelling, whilst there is also a small complex of buildings in the north western corner at the Oakley Centre site. Remaining development within the parcel consists of sporadic residential dwellings along the southern boundary with Bletchingley Road. Overall, less than 10% of the parcel is covered by built for or urbanising development and therefore the parcel is considered to be undeveloped.</p> <p>Whilst the boundaries of the parcel are considered to be relatively strong, in visual terms there is limited density is such that the loss of openness and countryside character of the parcel itself would be appreciable at a local scale. The presence of the motorway network in very close proximity to the site does however mean that the parcel has more limited interrelationship with the wider open countryside landscape to the north and east.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

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

ERM6 Land north of Radstock Way, Merstham**Purpose 1: To check the unrestricted sprawl of large built-up areas**

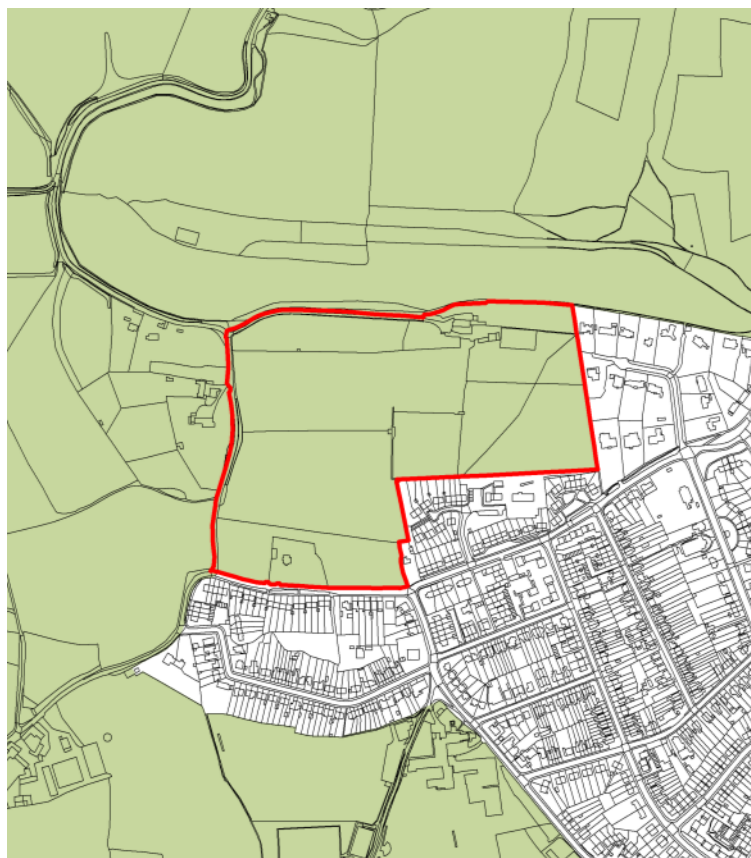
Approximately 20% of the boundary is contiguous with the existing built up area of Merstham. The parcel is therefore considered to be partially contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are extremely strong: the northern boundary is formed by the M25 motorway and an area of dense woodland/bund associated with it. The eastern and western boundaries are both similarly formed by reasonably dense woodland/tree belts. Overall, the boundaries are considered to be strong. Further sprawl of the settlement in this

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<p>direction would be robustly checked by the motorway network and therefore, in practice, the role of this parcel in restricting sprawl is greatly reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the settlements of Merstham and Caterham. The existing settlement gap to Caterham approximately 2.60km and removal would leave a gap approximately 2.40km – equivalent to less than a 10% reduction. The gap is therefore considered to be wide and removal would lead to a limited reduction in separation.</p> <p>The topography and intervening physical features are such that removal of this parcel is unlikely to significantly impact on the gap in visual terms, either at a local or more landscape scale. These features also reduce vulnerability to visual coalescence in this part of the gap and in particular, the presence of the M23 motorway means that even at landscape scale, the settlement gaps are perceived as beginning to the east or north of the motorway network and in practice, the parcel therefore plays a limited role in the gap.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>There is no built form or other urbanising development within the parcel. Whilst it is in a more “manicured” use in the form of public open space, it retains a countryside character and is of a use specifically contemplated by the NPPF. The parcel is undeveloped.</p> <p>The boundaries of the parcel are strong in visual terms and given the presence of the M25 motorway to the north. Whilst loss of openness of the parcel itself would be appreciable from the existing urban area and therefore a degree of encroachment would be perceived, the parcel is somewhat isolated from, and does not read as part of, the wider countryside at a landscape scale.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

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

SSW1 Land north of Park Lane East, Reigate

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

Around 50% of the boundary is contiguous with the existing built up area of Reigate. The parcel is therefore considered to be partially contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are strong: the northern boundary is formed by a dense belt of woodland to Priory Park and a track, and the eastern boundary is formed by a road (Park Lane). Overall, the boundaries are considered to be strong.

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<p>Taking account of the factors above, the parcel is considered to be of lower importance to this function.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Reigate and the villages of Brockham/Betchworth. The existing settlement gap is approximately 3.5km to Betchworth and 4.2km to Brockham. Physically, there would be no reduction in these existing settlement gaps due to the geographic situation of the parcel and the way in which it sits in relation to the existing urban area. The gap is therefore considered to be wide and removal would lead to no reduction in separation.</p> <p>Given the boundary features and geographic containment of the site, the sensitivity of the gap in visual terms to the loss of this parcel is limited. More generally, the changes in topography, areas of dense woodland and presence of the River Mole and other water bodies mean that the vulnerability of the gap to visual coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>There is very limited built development within the parcel, consisting of only a single dwelling along the southern boundary with Park Lane East and a small cluster of agricultural type buildings in the north western corner. The vast majority of the site is open in character and in agricultural/grazing use. Significantly less than 10% of the parcel is covered by buildings/other urbanising features and it is therefore considered to be undeveloped.</p> <p>The boundaries of the parcel to the north and east are reasonably strong in visual terms; however, to the south and from the existing urban area the loss of openness on the parcel itself would be appreciable at a local scale and a degree of encroachment would be perceived. The change in topography across the parcel and in the surrounding area more generally also means that the loss of openness may be perceived at a landscape scale and gives the parcel some degree of intersibility and relationship with the wider countryside, particularly when viewed from the south.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher importance to Green Belt</p>

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

SSW2 Land at Sandcross Lane, Reigate

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



Around 50% of the boundary is contiguous with the existing built up area of Reigate. The parcel is therefore considered to be partially related.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge and roads. The boundaries of the parcel are similarly strong, formed on all sides by public roads, mainly with dense

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<p>hedgerow alongside. Overall, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Reigate and the village of Brockham. The existing settlement gap to Brockham is approximately 4.80km and removal would leave a gap approximately 4.45km – equivalent to less than a 10% reduction. The gap is therefore considered to be wide and removal would lead to a limited reduction in separation.</p> <p>Given the substantial degree of separation between the settlements as well as land peaks and landscape features such as the River Mole and areas of woodland within the intervening landscape, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>There are a number of pockets of development within the parcel. In the north there is a primary school site, the buildings and hardstanding of which are a strong urbanising feature. There are a number of structures along the eastern boundary of the parcel associated with a garden centre and there is a community centre in the south-eastern corner. Nonetheless, the majority of the parcel is open agricultural/grazing land. Overall, approximately 20% of the parcel is covered by built form and therefore the parcel is considered largely undeveloped.</p> <p>Whilst the boundaries of the parcel are well defined in physical and permanence terms, the parcel is quite highly visible and the loss of openness and countryside character of the parcel would be clearly appreciable at a local scale. Given the landscape form in the surrounding area, there is also a reasonably high degree of intervisibility and interrelationship between the parcel and surrounding agricultural land such that it does read as part of the wider countryside network.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

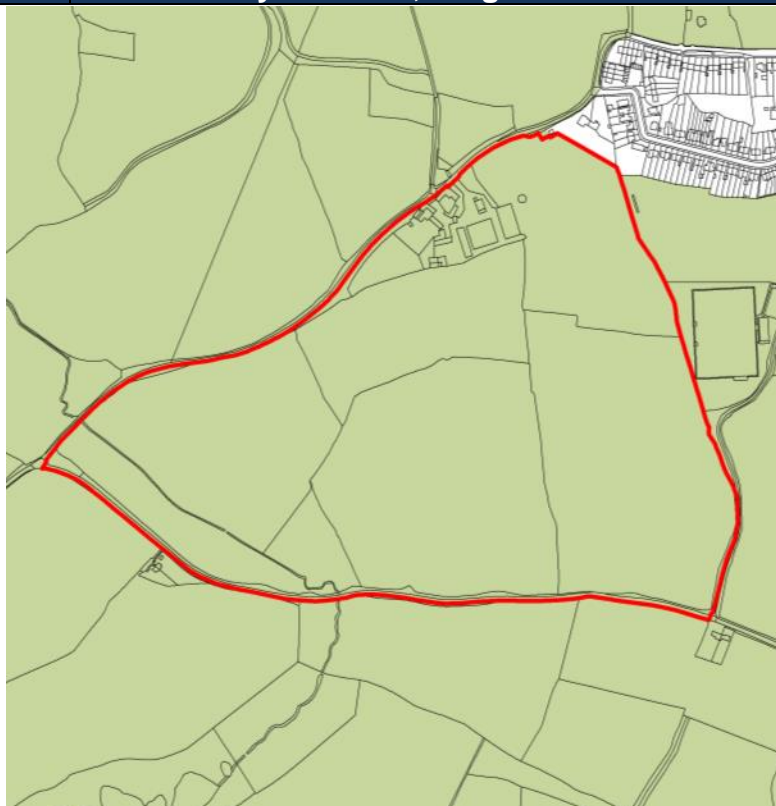
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to a historic town or conservation area and is not in sufficient proximity to Reigate town or Reigate Park such that it forms part of the setting.</p> <p>Taking account of the factors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

SSW3	Land south of New North Road, Reigate		
			
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Around 30% of the boundary is contiguous with the existing built up area of Reigate. The parcel is therefore considered to be partially contained. However, given the nature of the parcel, it represents an illogical expansion and realistically would only be contemplated for release in combination with adjoining parcels (namely SSW2).</p> <p>The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge and roads. The boundaries of the parcel are reasonably strong: the eastern boundary is formed by a small lane, however, the western boundary – which is arguably more sensitive in terms of sprawl - is formed by a more intermittent mix of tree belt and hedgerow. Overall, the boundaries are considered to be average.</p>			
	<p>Moderate importance to Green Belt</p>		

<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between the main settlement of Reigate and the village of Brockham. The existing settlement gap to Brockham is approximately 4.80km. Physically, there would be no reduction in these existing settlement gaps due to the geographic situation of the parcel and the way in which it is contained within the existing urban area. The gap is therefore considered to be wide and removal would lead to no reduction in separation.</p> <p>Given the substantial degree of separation between the settlements as well as land peaks and landscape features such as the River Mole and areas of woodland within the intervening landscape, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>There is limited built form/urbanising features within the parcel other than a small number of ancillary buildings for the sport use: overall built form covers approximately 10% of the parcel. Whilst it is in a more “manicured” character in the form of formal playing pitches, the parcel retains a predominantly open character and is of a use specifically contemplated for the Green Belt by the NPPF. The parcel is considered undeveloped.</p> <p>Whilst some of boundaries of the parcel are physically strong, the parcel is quite highly visible and the openness and countryside character of the parcel is clearly appreciable at a local scale. In particular, given the relative weakness of the western boundary in visual terms and the landscape in the surrounding area, there is a reasonably high degree of intervisibility and interrelationship between the parcel and surrounding agricultural land such that it reads as a relatively integral part of the wider countryside network.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher importance to Green Belt</p>

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

SSW4 Land at Clayhall Lane, Reigate

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

The parcel is largely detached from the existing built up area of Reigate with less than 5% of the boundary contiguous: it is therefore considered to be not contained. Given the form of the parcel, particularly the extent to which it reaches eastward, it appears as a particularly illogical and unnatural extension and as such the role in preventing sprawl is increased.

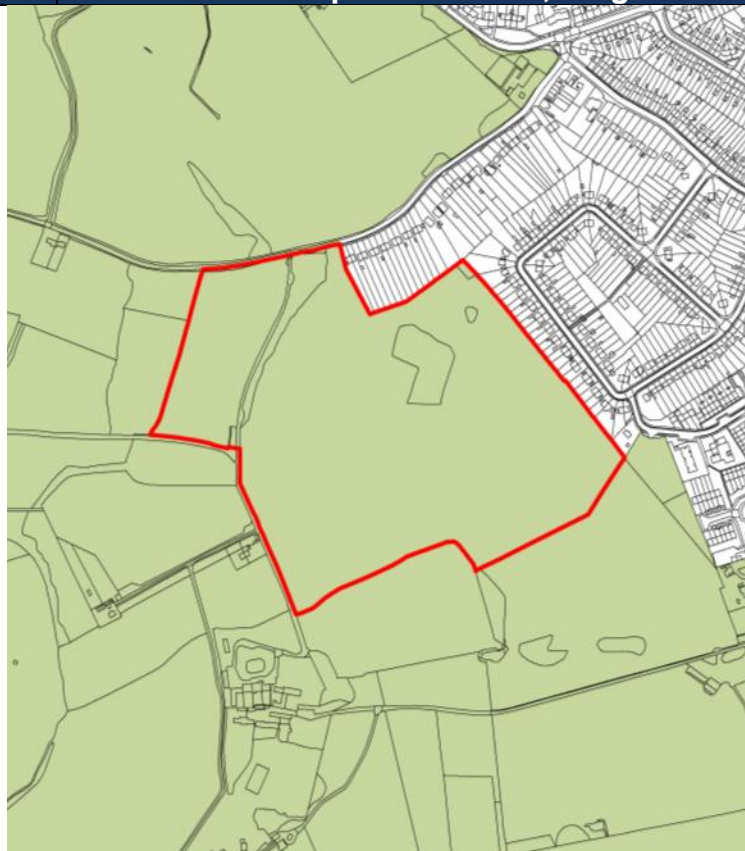
The boundaries of the parcel are similarly strong, formed on all sides by public roads, mainly with hedgerow alongside. Overall, the boundaries are considered to be strong.

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

**Higher
importance to
Green Belt**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Reigate and the villages of Betchworth/Brockham. Existing settlement gap is approximately 3.3km to Betchworth and 4.2km to Brockham. Removal of the parcel would leave a gap approximately 2.9km to Betchworth and 3.3km to Brockham – equivalent to reductions of 13% and 21% respectively. The gap is therefore considered to be wide; however, removal would lead to a partial reduction in separation, particularly to Brockham.</p> <p>Given the substantial degree of separation between the settlements as well as land peaks and landscape features such as the River Mole and areas of woodland within the intervening landscape, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this function.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open countryside in agricultural/grazing use. There is limited built form in the north of the parcel in the form of a cluster of agricultural buildings and the main farm dwelling. Overall, less than 5% of the parcel is covered by built for or urbanising development and therefore the parcel is considered to be undeveloped.</p> <p>Whilst the boundaries of the parcel are well defined in physical and permanence terms, the parcel is quite highly visible and the loss of openness and countryside character of the parcel would be clearly appreciable at a local scale. Given the landscape form in the surrounding area, there is also a reasonably high degree of intervisibility and interrelationship between the parcel and surrounding agricultural land such that it does read as part of the wider countryside network.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this function.</p>	<p>Higher importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to a historic town or conservation area and is not in sufficient proximity to Reigate town or Reigate Park such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>

Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Lower importance to Green Belt
The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.	

SSW5 Land south of Slipshatch Road, Reigate**Purpose 1: To check the unrestricted sprawl of large built-up areas**

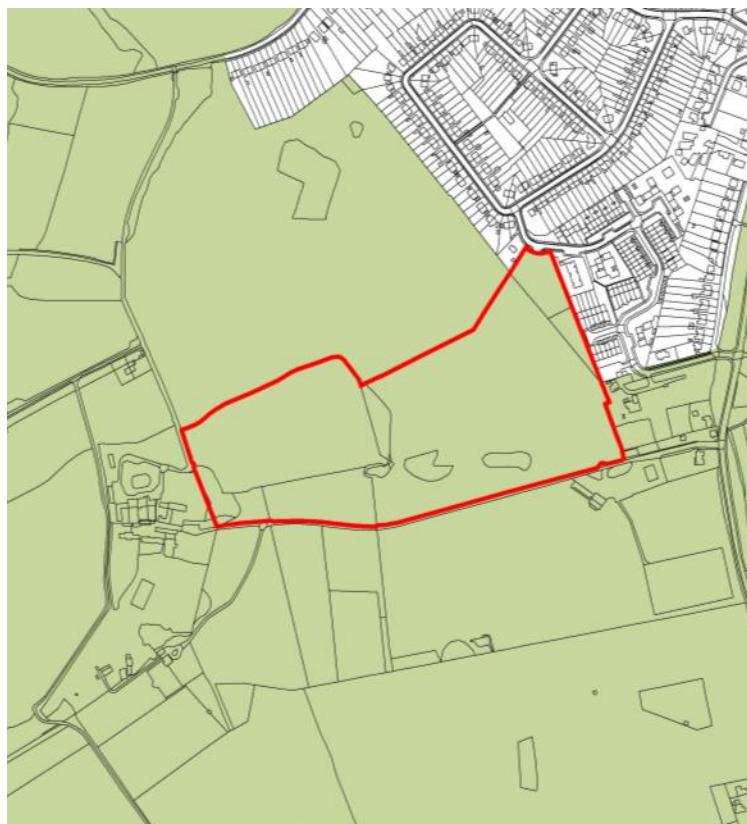
Around 30% of the boundary is contiguous with the existing built up area of Reigate. The parcel is therefore considered to be partially contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge and roads. The boundaries of the parcel are mixed in terms of strength. The northern boundary is formed by a road and the eastern boundary is formed partially by dense woodland but also by a private track. The southern boundary – which is perhaps most sensitive in terms of sprawl is similarly intermittent, formed by a ditchline associated with the River Mole

**Moderate
importance to
Green Belt**

<p>reinforced by sparse tree cover and hedgerow. Overall, the boundaries are considered to be average.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this function.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Reigate and the lower order settlements (villages) of Betchworth/Brockham. Existing settlement gap is approximately 4.3km to Betchworth and 4.9km to Brockham. Removal of this parcel would leave a gap approximately 4.1km to Betchworth and 4.7km to Brockham – equivalent to a reduction of around 5%. The parcel also relates to the gap between Reigate and the small village of Leigh and would reduce separation between the two by around 14%. The gap is therefore considered to be wide and removal would lead to limited reduction in separation.</p> <p>Due to the presence of the very dense and substantial block of woodland directly to the west of the parcel, the sensitivity of the settlement gap in visual terms to the loss of this parcel is reduced. More generally, the substantial degree of separation between the settlements as well as land peaks and landscape features, reduce the overall vulnerability of the gap to the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this function.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open countryside in agricultural/grazing use with small areas of woodland. There is no built form or urbanising development contained within the parcel and it is therefore considered to be undeveloped.</p> <p>The openness and countryside character of the parcel is quite highly visible and appreciable at a local scale, particularly from the south and from Slipshatch Road to the north. Similarly, given the intermittent southern boundary and the landscape form in the surrounding area, there is also a high degree of intervisibility between the parcel and surrounding open land such that the parcel reads as a relatively integral part of the wider countryside network.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher importance to Green Belt</p>

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

SSW6 Land west of Castle Drive**Purpose 1: To check the unrestricted sprawl of large built-up areas**



Approximately 15% of the boundary is contiguous with the existing built up area of Reigate. However, given the nature of the parcel, it represents an illogical expansion and realistically would only be contemplated for release in combination with adjoining parcels (namely SSW5). Overall, the parcel is considered to be not contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge and roads. The boundaries of the parcel are generally of lower strength. The northern boundary is formed by a ditchline associated with the River Mole reinforced by sparse tree cover and hedgerow whilst the southern boundary is formed by a

**Higher
importance to
Green Belt**

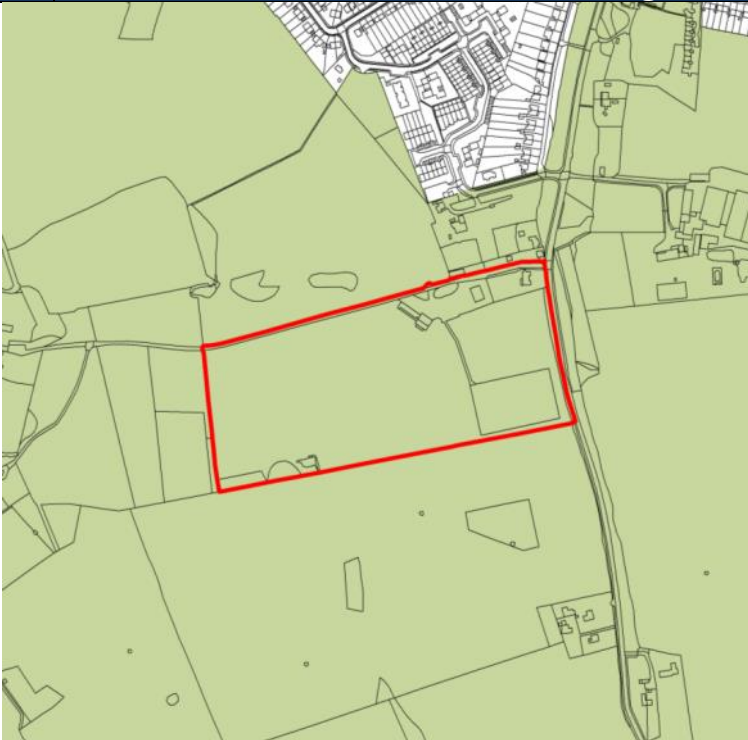

<p>private track/access road with intermittent hedging and fencing. The eastern boundary adjoins a cluster of converted dwellings but is again permeable with little identifiable features. Overall, the boundaries are considered to be weak.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Reigate and the lower order settlements (villages) of Betchworth/Brockham. Existing settlement gap is approximately 4.3km to Betchworth and 4.9km to Brockham. Removal of this parcel would leave a gap approximately 4.1km to Betchworth and 4.7km to Brockham – equivalent to a reduction of around 5%. The parcel also relates to the gap between Reigate and the very small village of Leigh and would reduce separation between the two by around 14%. The gap is therefore considered to be wide and removal would lead to limited reduction in separation.</p> <p>Generally, the substantial degree of separation between the settlements as well as land peaks and landscape features, reduce the overall vulnerability of the gap to the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open countryside used for a combination of grazing uses and partly “manicured” character for formal sports pitches. There is no built form or urbanising development contained within the parcel and it is therefore considered to be undeveloped.</p> <p>The openness and countryside character of the parcel is quite highly visible and appreciable at a local scale. The intermittent southern and eastern boundaries further mean that is also a high degree of intervisibility between the parcel and surrounding open land such that the parcel feels part of the wider countryside network such that the perception of encroachment is likely to be marked.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher importance to Green Belt</p>

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

SSW7	Land south of Castle Drive, Reigate		
			<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Approximately 35% of the boundary is contiguous with the existing built up area of Reigate. The parcel is therefore considered to be partially contained.</p> <p>The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are however, generally of lower strength physically and visually, in particular there is no defining feature along the western boundary and the southern boundary is formed by a somewhat intermittent tree belt and a private track. The eastern boundary is formed by Dovers Green Road and is therefore strong. Overall, the boundaries are considered to be weak.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>

**Moderate
importance to
Green Belt**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies on the southern edge of Reigate. Given the small scale nature of the parcel, removal would have little impact upon the separation between Reigate and any nearby settlements (the nearest of which is Horley approximately 3.5km away). The gap is therefore considered to be wide and removal would lead to no reduction in separation.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is largely open in the comprising unmanaged grassland. There are a number of elements of built development including a number of dwellings (in the south east and north west), several semi-derelict agricultural structures and a small agricultural/warehouse building on the southern boundary. Overall, approximately 20% of the parcel is development and is therefore considered to be largely undeveloped.</p> <p>The openness of the parcel is quite highly visible and appreciable at a local scale, particularly along Castle Drive, such that there would be a perception of encroachment. The sensitivity to encroachment is made somewhat greater due to the intermittent southern and eastern boundaries which give rise to a degree of intervisibility with surrounding open land; however, it is recognised that this is of a more “manicured” character.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to a historic town or conservation area and is not in sufficient proximity to Reigate town or Reigate Park such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower importance to Green Belt</p>

SSW8	Land west of Dovers Green Road, Reigate	
		<p>Higher importance to Green Belt</p>
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>The parcel is physically detached from, and not adjacent to, the existing built up area of Reigate. The nature of the parcel is such that it does not represent a logical settlement expansion and could only be contemplated for release in combination with adjoining parcels (namely SSW5 and 6). Overall, the parcel is considered to be not contained.</p> <p>As the parcel is physically separate from the urban area, there is no existing boundary for comparison. The boundaries of the parcel itself are relatively weak, formed predominantly of intermittent field boundary to the south and a private track to the north. The eastern boundary is somewhat stronger – formed by a belt of trees – whilst the western boundary is formed by Dovers Green Road. Overall, the boundaries of the parcel are considered to be weak to average.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>		

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies to the south of Reigate. Given the scale of the parcel, removal would have little impact upon the significant separation between Reigate and any nearby settlements (the nearest of which is Horley approximately 3.5km away). The gap is therefore considered to be wide and removal would lead to no reduction in separation.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is largely open and in use predominantly for playing pitches and is therefore of a more “manicured” character. There are a number of elements of built development in the form of buildings ancillary to the sports use (a pavilion/changing building) as well as man-made synthetic pitches and the fencing/floodlighting paraphernalia associated with their use which have a degree of urbanising character. Overall, approximately 10% of the parcel is development and is therefore considered to be undeveloped.</p> <p>The openness of the parcel is reasonably appreciable from vantage points at a local scale, such that there would be a perception of encroachment. The sensitivity to encroachment is made somewhat greater due to the very weak southern boundary which gives rise to a high degree of intervisibility and relationship between the parcel and surrounding countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher importance to Green Belt</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to a historic town or conservation area and is not in sufficient proximity to Reigate town or Reigate Park such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower importance to Green Belt</p>

SSW9 Land at Dovers Farm, Reigate**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 50% of the boundary is contiguous with the existing built up area of Reigate, adjoined on two sides by existing urban area. The parcel is therefore considered to be partially contained.

The existing boundary of the Green Belt in this location is relatively strong as it is formed by a well established settlement edge. The boundaries of the parcel are generally of higher strength: the western boundary is formed by the A217 whilst the eastern boundary is formed by a road and “reinforced” by an area of dense woodland. The southern boundary is predominantly formed by a private access road which is generally a weaker feature; however, this is in part made more

**Moderate
importance to
Green Belt**

<p>defensible by areas of tree belt as well as some built development (including a small industrial estate). Given the importance of the southern boundary in terms of sprawl, the boundaries are considered to be average.</p> <p>Taking account of these factors, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Reigate and the built up area of Earlswood/Whitebushes, albeit somewhat peripherally. The existing settlement gap at this point is approximately 1.3km (however, it is recognised that this gap is even smaller in other locations (e.g. along Woodhatch Road)). Given the location of the parcel and its relationship with the existing built up area, removal would only result in a fractional reduction in separation distance (less than 5%). The gap is therefore considered to be narrow; however, removal would lead to very limited reduction in separation.</p> <p>Given the intervening landscape between the two settlements, in particular the presence of areas of dense woodland and rises in topography, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The eastern part of the parcel is largely open agricultural land with an area of woodland; however, the western part of the parcel is more mixed with areas of built development in the form of dwellings along the Dovers Green Road frontage as well as residential development in the northern part around Ashdown Close set within grounds of a more domestic character. There is also some built form/hardstanding along the southern boundary. Overall, approximately 15% of the parcel is covered by development and is therefore considered to be largely undeveloped.</p> <p>The loss of openness of parts of the parcel would be somewhat appreciable from existing residential dwellings to the north; however, given the dense woodland to the east and frontage properties to the west which form a visual boundary, it would be less appreciable from main approaches to the town. The sensitivity to encroachment is made somewhat greater due to the more intermittent southern boundary which gives the parcel a degree of intervisibility and relationship between the parcel and surrounding countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate importance to Green Belt</p>

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

SSW10 Land east of Dovers Green Road, Reigate**Purpose 1: To check the unrestricted sprawl of large built-up areas**

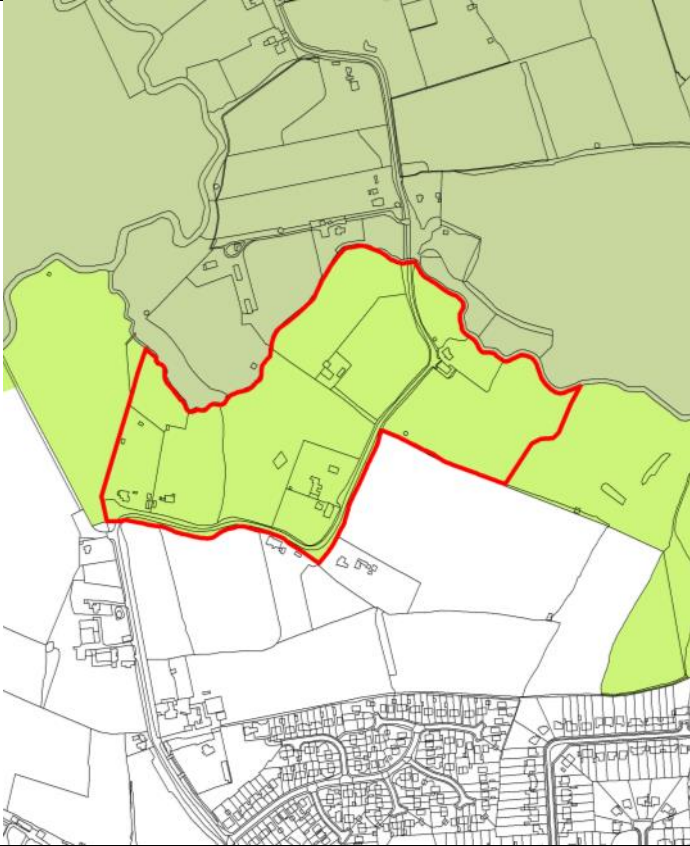

The parcel is physically detached from, and not adjacent to, the existing built up area of Reigate. The nature of the parcel is such that it does not represent a logical settlement expansion and could only be contemplated for release in combination with adjoining parcels (namely SSW9). Overall, the parcel is considered to be not contained.

The boundaries of the parcel are generally of mixed strength. The western boundary is formed by the A217 whilst the eastern boundary is formed by Earlswood Brook. The northern boundary is primarily a private access road which is generally a weaker

**Higher
importance to
Green Belt**

<p>feature; however, this is in part made more defensible by areas of tree belt as well as some built development (including a small industrial estate). The southern boundary – which is perhaps most important in respect of restricting sprawl - is however very weak, formed by a field/curtilage boundary with little or no physical feature of note to define it. Overall, the boundaries are considered to be average to weak.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this function.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Reigate and the built up area of Earlswood/Whitebushes, albeit somewhat peripherally. The existing settlement gap at this point is approximately 1.3km (however, it is recognised that this gap is even smaller in other locations (e.g. along Woodhatch Road)). Given the location of the parcel and its relationship with the existing built up area, removal would only result in a fractional reduction in separation distance (less than 5%). The parcel could be considered to form part of the settlement gap between Reigate and Salfords (albeit more peripherally) and removal from Green Belt would reduce this by approximately 10%. The gap is therefore considered to be narrow; however, removal would lead to very limited reduction in separation.</p> <p>Given the intervening landscape between the two settlements, in particular the presence of areas of dense woodland and rises in topography, the vulnerability of the gap in terms of the visual perception of settlement coalescence is reduced.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower importance to Green Belt</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises some areas of open land of varying character including land of a more agricultural nature alongside open areas with a more domestic and “manicured” appearance. There is also a small cluster of agricultural/semi-industrial buildings along with a residential dwelling and ancillary structures in the centre of the parcel. Overall, approximately 15% of the parcel is covered by built development/urbanising features and is therefore considered to be largely undeveloped.</p> <p>Whilst the eastern and western boundaries provide some visual seclusion, the openness of the parcel is reasonably appreciable from vantage points at a local scale, particularly to the north, such that there would be a perception of encroachment. Sensitivity to encroachment is however significantly increased as a result of the very weak southern boundary which gives rise to a high degree of intervisibility and relationship between the parcel and surrounding countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher importance to Green Belt</p>

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

NWH1	Land at Meath Green Lane, Horley (note that this site does not currently fall within the Green Belt)	
		
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>The parcel adjoins the allocated Horley North West development area, which will form part of the built up area of Horley. Approximately 35% of the parcel is contiguous with the proposed built up extent of the Horley North West development. Development of the parcel would only be realistic alongside the North West Sector. Overall, the parcel is considered to be partially contained.</p> <p>The boundaries of the parcel are generally of mixed strength. The eastern boundary is relatively weak and formed by only a field boundary whilst the western boundary is formed by a property curtilage which is however demarcated visually and</p>		
		<p>Lower contribution to Green Belt function</p>

<p>physically by a relatively well established and consistent tree belt. The northern boundary – which is perhaps most sensitive in terms of sprawl - is very clearly defined by the River Mole/Burstow Stream, a readily recognisable and permanent feature. Given this, overall the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this function.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the village of Salfords. The settlement gap from the proposed built up extent of Horley North West and Salfords at this point is approximately 1.0km (however, it is recognised that this gap is even smaller in other locations (e.g. along Bonehurst Road)). Removal of this parcel would leave a gap approximately 0.85km to Salfords, equivalent to a 15% reduction. The gap is therefore considered to be essential and removal would lead to a partial reduction in separation.</p> <p>Given the physical strength of the northern boundary in the form of the River Mole, the sensitivity of the gap to the loss of this particular parcel is reduced. However, the relatively flat intervening topography between the settlements means that some visual perception of coalescence may be possible.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises some areas of open land of varying character including land of a more agricultural nature alongside large plots with a more domestic and “manicured” appearance. In terms of built form, there are several residential dwellings within the parcel as well as some small clusters of agricultural buildings. Overall, less than 5% of the parcel is covered by built development/urbanising features and is therefore considered to be undeveloped</p> <p>The visual strength of some of the boundaries, particularly to the east and south, means that the openness of the parcel is reasonably appreciable from vantage points at a local scale such that there would be a perception of encroachment. Overall, the parcel does have some degree of intervisibility with the wider countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>

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

NWH2 Land at Bonehurst Road, Horley (note that this site does not currently fall within the Green Belt)

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

Approximately 65% of the boundary is contiguous with the existing built up area of Horley, adjoined on three sides by the existing urban area. The parcel does not protrude any further north than the existing urban area and represents a logical “in-filling”. The parcel is therefore considered to be well contained.

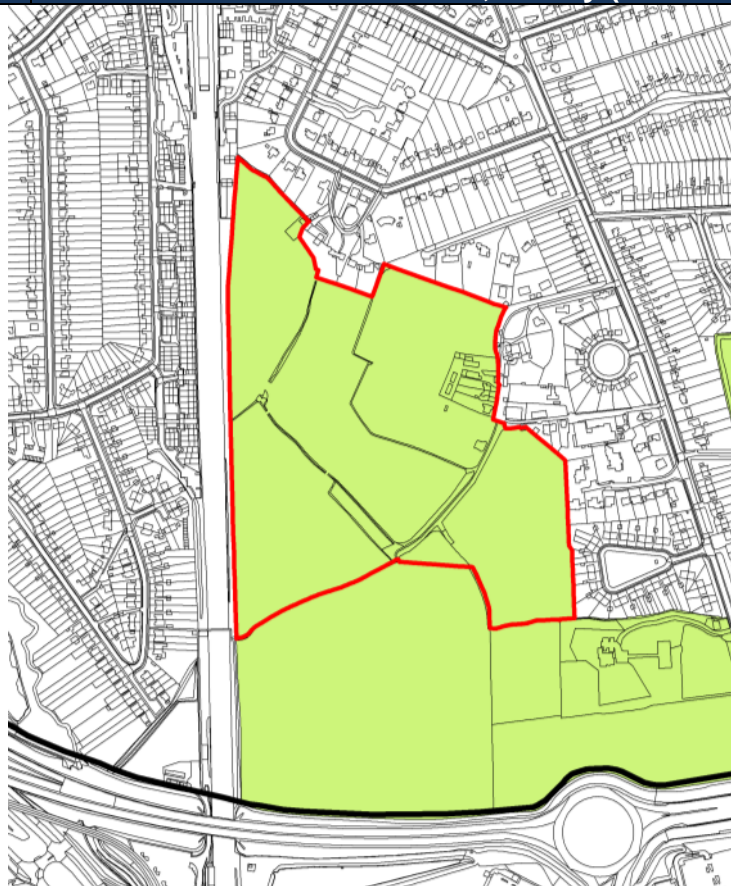
The only boundary not adjoining the urban area is formed by the Burstow Stream, a strong and readily recognisable physical feature. In visual terms, this is “reinforced” by a semi-consistent belt of trees. Overall, the boundaries of the parcel are strong.

Taking account of these factors, the parcel is considered to be of lower importance to this purpose.

**Lower
contribution
to Green Belt
function**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the village of Salfords. The existing settlement gap at this point is narrow at approximately 0.3km. However, due to the geographic location of the parcel, there would not be any further reduction in separation were it to be developed. As such, whilst the gap is considered to be an essential gap, the role played by the parcel itself in this gap is more limited.</p> <p>Given the physical strength of the northern boundary in the form of the River Mole, the sensitivity of the gap to the loss of this particular parcel is reduced. Perception of merging at a local scale along Bonehurst Road is unlikely to change as the opposite side of the road is already urbanised.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises almost wholly open land, predominantly in the form of unmaintained scrubland/grassland used informally as open space. In terms of built form, the only urbanising feature is a small area of hardstanding in the north of the parcel used intensively for airport car parking. Overall, very little of the parcel is covered by built development/urbanising features and is therefore considered to be undeveloped</p> <p>The fact that the parcel is enclosed on three sides by the urban area and has a strong boundary to the north (as well as built development in the form of a park home site directly beyond that) means that it does not feel part of the wider countryside and is largely isolated from it. At a local scale, whilst there is relatively dense tree cover along Bonehurst Road, the loss of openness from the parcel itself would be appreciable from approaches to Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>

Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Lower contribution to Green Belt function
The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.	

SEH1 Land south of Limes Avenue, Horley (note that this site does not currently fall within the Green Belt)

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

Approximately 75% of the boundary is contiguous with the existing built up area of Horley, adjoined on three sides by the existing urban area. The parcel does not protrude any further south than the existing urban area. The parcel is therefore considered to be well contained.

The only boundary not adjoining the urban area is formed by a field boundary, “reinforced” by a relatively consistent and strong tree belt (although in places its strength is less). Overall, the boundaries of the parcel are strong.

**Lower
contribution
to Green Belt
function**

<p>Taking account of these factors, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the urbanisation of Gatwick Airport to the south. The existing settlement gap at this point is narrow at approximately 0.3km. However, due to the geographic location of the parcel, there would not be any further reduction in separation was it to be developed. As such, whilst the gap is considered to be an essential gap, the role played by the parcel itself in this gap is more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises almost wholly open land, predominantly in the form of agricultural land used for grazing. In terms of built form, there is a small cluster of agricultural buildings and stabling in the eastern part of the parcel. Overall, less than 5% of the parcel is covered by built development and it is therefore considered to be undeveloped.</p> <p>The fact that the parcel is enclosed on three sides by the urban area means that it does not read as an integral part of the wider countryside; and together with the parcel to the south, it is isolated from the wider countryside to the south and east by the road network. At a local scale, the loss of openness from the parcel itself would be appreciable from approaches to Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>

<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>
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SEH2 Land west of Balcombe Road, Horley (note that this site does not currently fall within the Green Belt)

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

Around 25% of the boundary is contiguous with the existing built up area of Horley The parcel is therefore considered to be not contained. However, given the nature of the parcel, in isolation it would represent an illogical expansion.

In terms of boundaries, they are predominantly formed by easily definable and recognisable features. The southern boundary – which is the most pertinent in terms of sprawl - is formed by the M23 spur road, a significant piece of road infrastructure and therefore a strong and permanent boundary. The eastern boundary is formed by a road and the northern boundary is formed

**Lower
contribution
to Green Belt
function**

<p>by a field boundary which is “reinforced” by a relatively consistent and strong tree belt (although in places its strength is less). Overall, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the urbanisation of Gatwick Airport to the south. The existing settlement gap at this point is narrow at approximately 0.3km and comprehensive development of this parcel would erode the gap. As such, the gap is considered to be an essential gap and the role played by the parcel itself in this gap is significant.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises almost wholly open land, predominantly in the form of agricultural land used for grazing. In terms of built form, there is a large dwelling in the east of the parcel, set within a largely tree covered plot. Overall, however, less than 5% of the parcel is covered by built development and it is therefore considered to be undeveloped.</p> <p>The fact that the parcel is enclosed on two sides by the urban area means that it does not read as an integral part of the wider countryside; and together with the parcel to the north, it is isolated from the wider countryside to the south and east by virtue of the impact of the road network. At a local scale, the loss of openness from the parcel itself would be appreciable within local views, including along Balcombe Road.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p>	<p>Lower contribution</p>

The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.	to Green Belt function
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SEH3 Land east of Balcombe Road, Horley (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

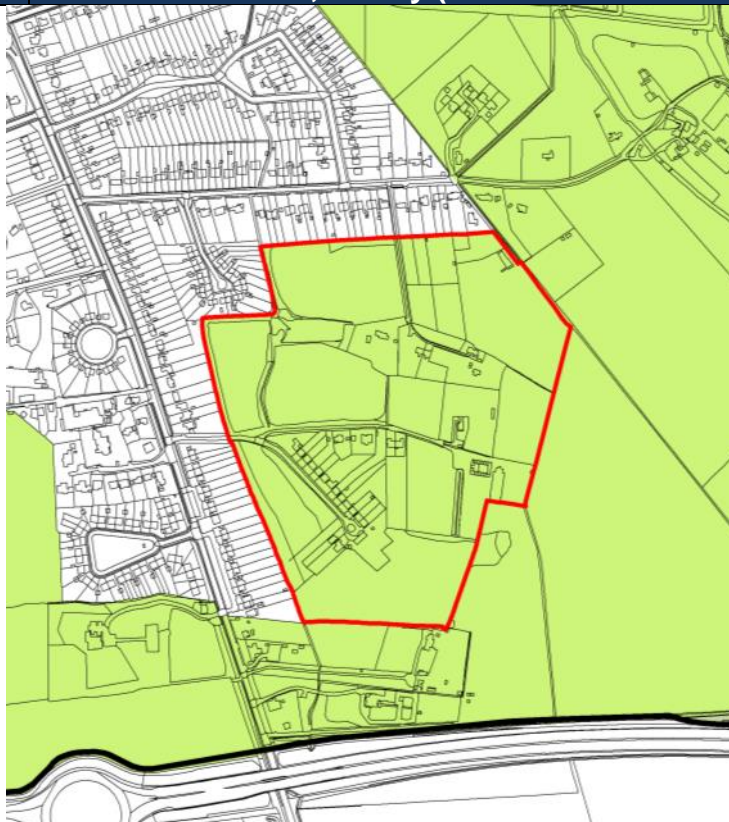
Approximately 10% of the parcel is contiguous with the existing built up area of Horley. In isolation, the parcel would represent an unnatural and illogical expansion of the built up area. The parcel is therefore considered to be not contained.

The boundaries of the parcel are mixed in terms of character and type. The southern boundary - is formed by the M23 spur road, a significant piece of road infrastructure and therefore a strong and permanent boundary. The eastern boundary is formed by a field boundary with a relatively sparse belt of trees, as is the northern boundary and are therefore of somewhat weaker strength and permanence. Overall, the boundaries are considered to be average.

**Moderate
contribution
to Green Belt
function**

<p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the urbanisation of Gatwick Airport to the south. The existing settlement gap at this point is narrow at approximately 0.3km and removal of this parcel would erode the gap. Whilst the parcel does already have an urbanised feel when viewed from the frontage, further urbanisation would further reduce the openness of this already interrupted gap. As such, the gap is considered to be an essential and the gap is considered to be sensitive to the role played by the parcel itself.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is mixed in terms of character and openness, and is best characterised as urban fringe. The parcel contains a number of buildings which include offices with a large area of hardstanding for car parking in the south, built development along the frontage with Balcombe Road and a residential dwelling and ancillary buildings in the north-eastern corner. Overall, approximately 15% of the site is covered by built/urbanising development, therefore is considered to be largely undeveloped.</p> <p>Given the interrupted fringe nature of the landscape in this area, along with the limited visibility of the open areas of the site from nearby vantage points – particularly along the frontage - the loss of openness would not be so appreciable and perception of encroachment would be more limited. Overall, the relationship and intervisibility between the parcel and wider countryside is not such that it feels an integral part of it.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>

<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>
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SEH4 Land at the Close, Horley (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 55% of the parcel is contiguous with the existing built up area of Horley, with the parcel adjoined on two sides by the existing urban area. The parcel does not protrude any further south than the existing urban area. The parcel is considered to be partially contained.

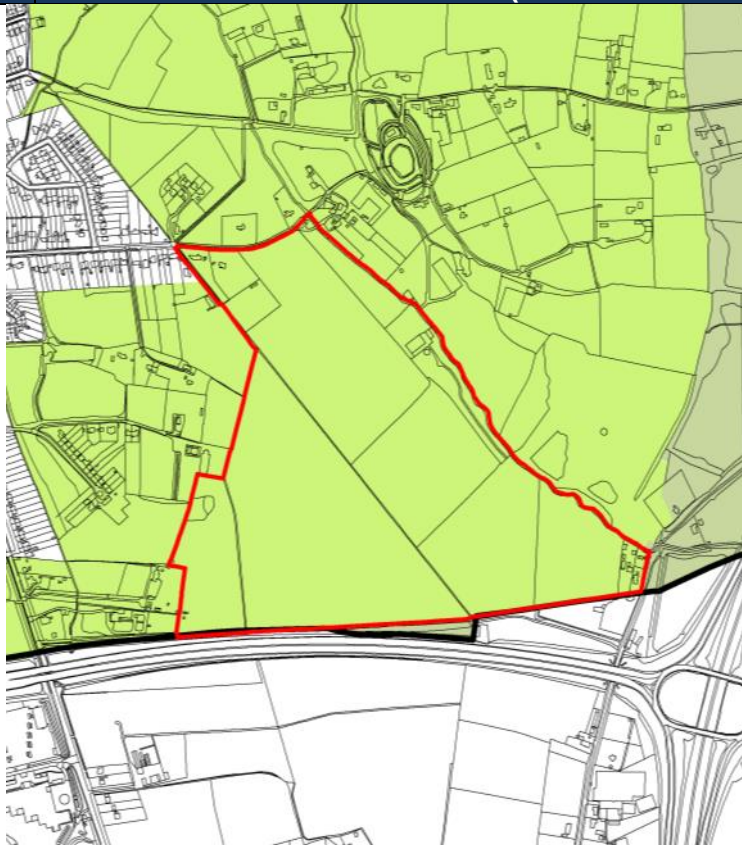
The outer boundaries of the parcel to the east and south are formed predominantly of tree belts and hedgerow of varying density. Overall, the boundaries are considered to be average.

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

**Moderate
contribution
to Green Belt
function**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the urbanisation of Gatwick Airport to the south. The existing settlement gap at this point is narrow at approximately 0.3km. However, due to the geographic location of the parcel, there would not be any further reduction in separation was it to be developed. As such, whilst the gap is considered to be an essential gap, the role played by the parcel itself in this gap is more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is mixed in terms of character and openness, and is best characterised as urban fringe. The parcel contains a number of buildings including a residential street (The Close) which is suburban in its character and density. A housing development of 50 homes has also been allowed (at appeal) on an area of open land in the north of the parcel. There are further sporadic residential dwellings, mainly in the north east of the parcel, along with an area of commercial development in the form of a builders/plant hire yard with large hardstanding in the east of the parcel. Overall, approximately 27% of the site is covered by built form and/or associated urbanised curtilage. As such, the parcel is considered to be partially developed.</p> <p>Given the interrupted fringe nature of the landscape in this area, along with the limited visibility of the open areas of the site from nearby vantage points – particularly along the road frontage - the loss of openness would not be so appreciable and perception of encroachment would be more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p>	<p>Lower contribution</p>

<p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>to Green Belt function</p>
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SEH5 Land west of Burstow Stream (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Less than 5% of the borough of the parcel is contiguous with the existing built up area of Horley. The parcel is therefore considered to be not contained.

The southern boundary of the parcel is formed by the M23 motorway, reinforced by man-made land level changes and a narrow belt of trees and is therefore considered to be strong. The western boundary is formed by a tree belt, the density of which is however, somewhat variable and intermittent in places. The eastern boundary of the parcel is formed by the Burstow Stream and associated tree cover along the river corridor and is therefore relatively robustly defined. Overall, the boundaries

**Higher
contribution
to Green Belt
function**

<p>of the parcel are considered to be average.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west, as well as forming part of the gap to Gatwick. Due to the geographic location of the parcel, there would be only a very limited and broadly imperceptible reduction in the gap to Gatwick Airport. As such, whilst this gap is considered to be an essential gap, the role played by the parcel itself in this gap is more limited. In terms of separation to Smallfield, the existing settlement gap is approximately 1.5km and this would be reduced to around 1.2km if the parcel did not remain open, equivalent to a reduction of approximately 20%. This gap is therefore considered to be a narrow gap and removal would lead to a partial reduction in separation.</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield means that the vulnerability of the gap to visual coalescence at both a local and landscape scale is somewhat more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly open countryside in agricultural/grazing use with small areas of woodland. In terms of built form, there is a small cluster of residential/agricultural properties in the very south eastern corner of the parcel and a similarly small cluster of agricultural buildings on the eastern boundary. At best, the presence of built form is sporadic (covering significantly less than 5% of the parcel) and entirely characteristic of development which would be expected in open countryside. The parcel is therefore considered to be undeveloped.</p> <p>The openness and countryside character of the parcel is appreciable at a local scale, particularly along Haroldslea Drive and on approach to Horley along the M23 spur. Whilst the eastern boundary is strong – formed by the Burstow Stream – the parcel represents an integral part of the wider countryside to the east of Horley and there is some intervisibility with surrounding land parcels. The strength of the southern boundary does however mean that the parcel is not an integral part of the countryside to the south of the M23 spur.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower contribution</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. Whilst the parcel is in reasonable proximity to Thunderfield Castle Scheduled Ancient Monument, it plays little role in its setting or character.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

SEH6 Land at Newstead Hall (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 40% of the parcel is contiguous with the existing built up area of Horley, with the parcel adjoining the urban area along its western edge. In practice, the parcel does not protrude any further east than the existing urban area of Horley, particularly those parts along Smallfield Road. The parcel is considered to be partially contained.

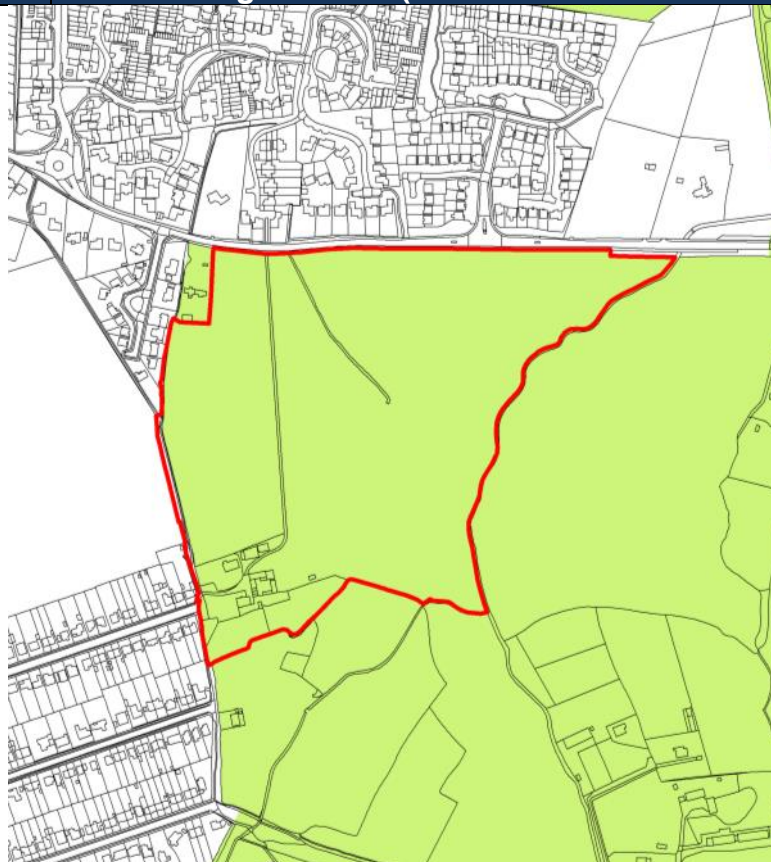
The outer boundaries of the parcel are largely formed by dense woodland (the parcel itself is predominantly wooded), although the northern boundary of the parcel is also defined by a private track/roadway serving residential properties, whilst the eastern boundary is formed by the Burstow Stream. Overall, the parcel boundaries are strong.

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

**Lower
contribution
to Green Belt
function**

<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.5km and this would be reduced to around 1.4km if the parcel did not remain open, equivalent to a reduction of approximately 7%. However, the retained gap would be no less than that which already exists along Smallfield Road to the north. This gap is therefore considered to be a narrow gap; however, the parcel itself plays a more limited role and would result in only a limited reduction.</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield, as well as further dense woodland directly in the gap between this parcel and the village, means that the sensitivity of the gap to visual coalescence at if this parcel were developed is somewhat more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly covered by dense woodland, much of which is protected by TPO. In terms of built form, there is a small, relatively recent, cul-de-sac of large residential properties in the south of the parcel, as well as a further single large residential property. Overall, approximately 7% of the parcel is covered by built/urbanising development (a further 40% is covered by woodland) and the parcel is therefore considered to be undeveloped.</p> <p>Given the density of woodland on the site, the majority of the parcel does not exhibit particularly open character; however, the loss of the woodland itself and/or the open plot along Haroldslea Drive and its replacement with built form would be readily appreciable at a local scale. The parcel does not read as an integral part of the surrounding countryside; however, in visual terms it does have some utility in providing a transition from the urban area to the countryside.</p> <p>Taking account of the factors above, the parcel is moderate to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p> <p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. Whilst the parcel is in reasonable proximity to Thunderfield Castle Scheduled Ancient Monument, it plays little role in its setting or character.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>

Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Lower contribution to Green Belt function
The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.	

SEH7 Land at Wilgers Farm (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 50% of the parcel is contiguous with the existing built up area of Horley, with the parcel adjoining the urban area along the entirety of its northern and western edges. The parcel does not protrude much further east than the existing urban area of Horley to the east along Smallfield Road. The parcel is considered to be partially contained.

The eastern boundary of the parcel is demarcated by the Burstow Stream, a recognisable and enduring physical feature. The southern boundary is defined by field boundaries; however, these are physically and visually reinforced by a relatively

**Lower
contribution
to Green Belt
function**

<p>consistent belt of tree cover. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km at its narrowest. Given the geographic location of the parcel, and in particular the existing extent of the built up area directly to the north of it, there would be no reduction in the width of the gap resulting from the removal of this parcel. As such, whilst the gap is considered to be a narrow gap, the role played by the parcel itself, and the sensitivity to its loss, is more limited.</p> <p>The gap is somewhat sensitive to visual coalescence, particularly as viewed when approaching Horley along Smallfield Road, and the further loss of openness on the southern side of the road would serve to reinforce the perception of proximity between the two settlements.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel comprises almost wholly open land, predominantly in active agricultural use, with internal field divisions created by hedgerow and trees. In terms of built form, there is a small cluster of agricultural buildings/stabling as well as the farm residence in the south-western part of the parcel. Overall, less than 5% of the parcel is covered by built development and it is therefore considered to be undeveloped.</p> <p>Although the eastern boundary is formed by a strong feature in physical terms (Burstow Stream), there is a relatively high degree of intervisibility between the parcel and the wider countryside such that it reads as a reasonably integral and well related part of it. This is amplified by the low lying and generally flat nature of the landscape in this area to the east of Horley which gives rise to the possibility of long range views across this and other adjoining parcels of open countryside. At a local scale, the loss of openness from the parcel itself would be appreciable from approaches to Horley along Smallfield Road.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. Whilst the parcel is in reasonable proximity to Thunderfield Castle Scheduled Ancient Monument, it plays little role in its setting or character.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

SEH8 Land at Farney View Farm (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

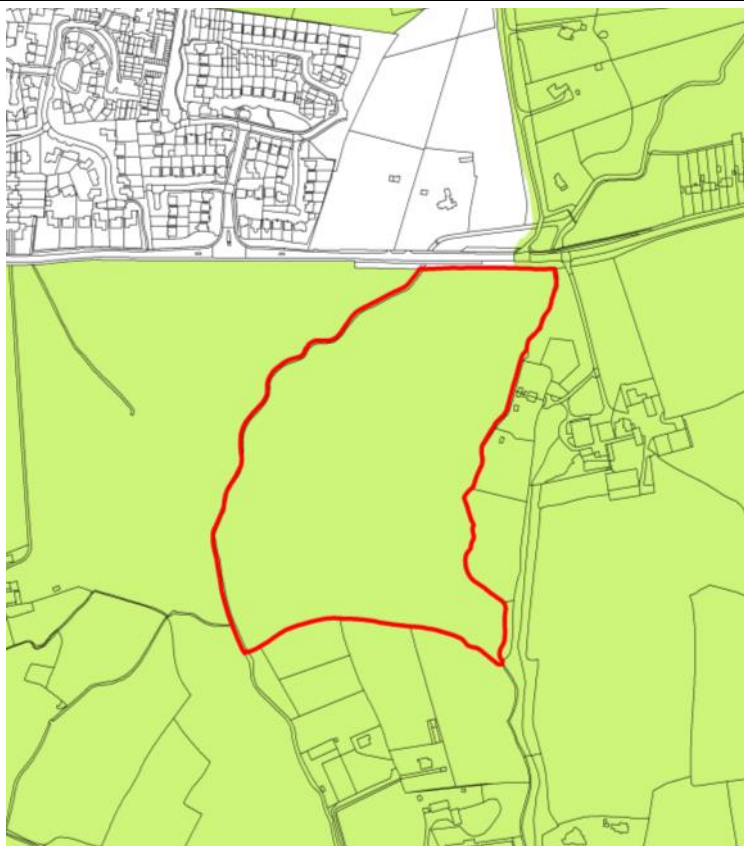
Approximately 15% of the parcel is contiguous with the existing built up area of Horley, with the parcel adjoining the urban area partially along its western boundary. Given the nature of the parcel, it would be somewhat of an unnatural extension of the existing built up area in isolation. The parcel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

The southern boundary of the parcel is formed by a very dense and consistent block of woodland as well as a narrow private track, and as a result is strong both physically and visually. The eastern boundary is formed by the Burstow Stream, with some variable tree cover along the river corridor. The northern boundary is also formed by a woodland belt: this is notably

**Moderate
contribution
to Green Belt
function**

<p>stronger and more consistent on the western side, becoming more intermitted and of lesser strength to the east. Overall however, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.5km and this would be reduced to around 1.4km if the parcel did not remain open, equivalent to a reduction of approximately 7%. However, the retained gap would be no less than that which already exists along Smallfield Road to the north. This gap is therefore considered to be a narrow gap; however, the parcel itself plays a more limited role and would result in only a limited reduction.</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield, as well as further dense woodland directly in the gap between this parcel and the village, means that the sensitivity of the gap to visual coalescence at if this parcel were developed is somewhat more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel consists entirely of open land in agricultural/grazing use, with internal irregular field divisions created by hedgerow and trees. There is very limited built/urbanising development within the parcel, with only a single, semi-derelict dwelling in the west of the parcel. Overall, less than 5% of the parcel is covered by built development and it is therefore considered to be undeveloped.</p> <p>At a local scale, the loss of openness from the parcel itself would be readily appreciable. Additionally, the relatively weakness of parts of the northern boundary means that the parcel is perceived as a well related part of the wider countryside, with a particular degree of intervisibility with parcels to the north and east. This is amplified by the low lying and generally flat nature of the landscape in this area to the east of Horley which gives rise to the possibility of long range views across this and other adjoining parcels of open countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. Whilst the parcel is in reasonable proximity to Thunderfield Castle Scheduled Ancient Monument, it plays little role in its setting or character.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

SEH9 Land east of Wilgers Farm (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

Approximately 10% of the boundary of the parcel is contiguous with the existing built up area of Horley to the north. However, the nature of the parcel is such that it would not represent a logical or natural settlement expansion. The parcel is considered to be not contained.

The boundaries of the parcel are reasonably well defined. The eastern boundary of the parcel is formed by a relatively dense and consistent tree belt which is shared with the adjoining field parcel. The western boundary is demarcated by the Burstow

**Moderate
contribution
to Green Belt
function**

<p>Stream, which is recognisable and physically robust feature. The southern boundary is however more open, formed by a field boundary with a mixture of hedgerow and less dense tree cover. Overall, however, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km at its narrowest. Given the geographic location of the parcel, and in particular the existing extent of the built up area directly to the north of it, there would be no reduction in the width of the gap resulting from the removal of this parcel. As such, whilst the gap is considered to be a narrow gap, the role played by the parcel itself, and the sensitivity to its loss, is more limited.</p> <p>The gap is somewhat sensitive to visual coalescence at a local scale, particularly as viewed when approaching Horley along Smallfield Road, and the further loss of openness on the southern side of the road would serve to reinforce the perception of proximity between the two settlements.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel consists entirely of open land in agricultural use. There is no identifiable built form or urbanising development within the parcel and it is therefore considered to be undeveloped.</p> <p>The openness from the parcel itself would be appreciable from approaches to Horley along Smallfield Road and as a result there would be a perception of encroachment, particularly at a local scale. In addition, whilst the western boundary is formed by a strong feature in physical terms (Burstow Stream), there is a relatively high degree of intervisibility between this parcel and the wider countryside both to the west and to some extent the east such that this parcel reads as a reasonably integral and coherent part of it. This is amplified by the low lying and generally flat nature of the landscape in this area to the east of Horley which gives rise to the possibility of long range views across this and other adjoining parcels of open countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. Whilst the parcel is in reasonable proximity to Thunderfield Castle Scheduled Ancient Monument, it plays little role in its setting or character.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

SEH10 Land east of Farney View Farm (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

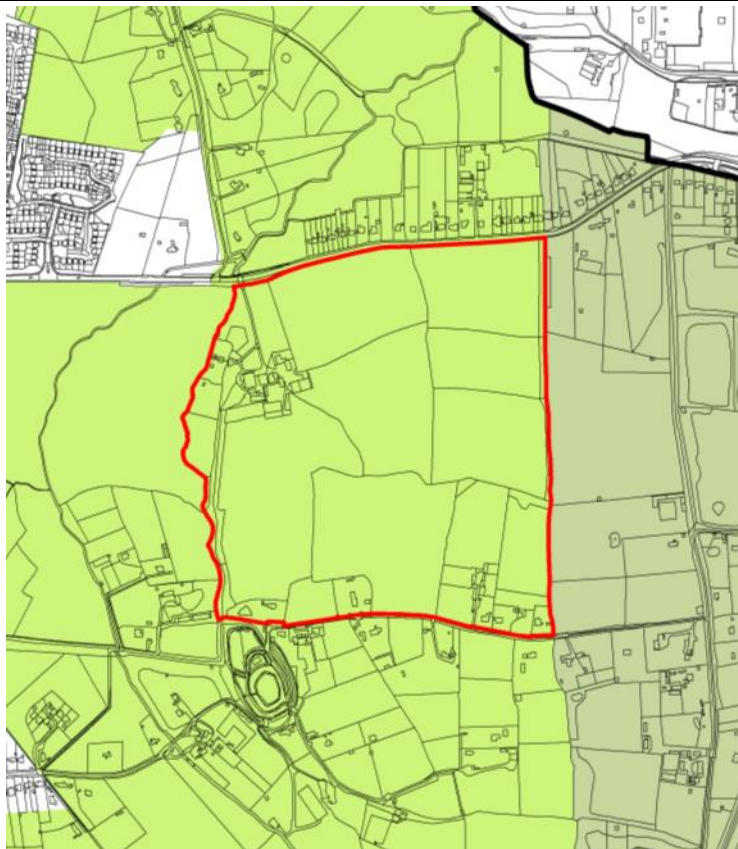
The parcel is physically detached from, and not adjacent to, the existing built up area of Horley. The nature of the parcel is such that it does not represent a logical settlement expansion. In this respect, the parcel is therefore not contained.

The boundaries of the parcel are reasonably well defined. The eastern boundary of the parcel is formed by a relatively dense and consistent tree belt which continues from the parcel to the north. The western boundary is demarcated by the Burstow

**Moderate
contribution
to Green Belt
function**

<p>Stream, which is recognisable and physically robust feature. The southern boundary is defined by the edge of an area of dense woodland. The northern boundary is represented by a field boundary combining a mixture of hedgerow and less dense tree cover and is somewhat weaker than the other features. Overall, however, the boundaries are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.5km and this would be reduced to around 1.2km if the parcel did not remain open, equivalent to a reduction of approximately 20%. This gap is therefore considered to be a narrow gap and removal of the parcel would lead to a partial reduction. However, it is noted that the retained gap would be no less than that which already exists along Smallfield Road to the north</p> <p>The presence of the M23 motorway in the intervening landscape between Horley and Smallfield, as well as further dense woodland directly in the gap between this parcel and the village, means that the sensitivity of the gap to visual coalescence at if this parcel were developed is somewhat more limited.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is largely open, with a predominantly equine/horsiculture character. In terms of built form, there are a number of residential dwellings coupled with several stabling/agricultural buildings; however, in total built/urban development covers less than 10% of the parcel. Overall, the parcel is therefore undeveloped.</p> <p>Clearly, there would be a loss of openness were the parcel to be developed; however, given the somewhat detached nature of the parcel and the relative seclusion created by the boundaries, the perception of encroachment at a local scale would be reduced. The parcel is of somewhat different character to, and does not necessarily read as an integral part of, the wider countryside, however, there is some degree of intervisibility, particularly with the open parcels to the north and west.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. The parcel is directly adjacent to Thunderfield Castle Scheduled Ancient Monument; however, there is no particular identifiable link between the asset and this parcel in terms of setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

SEH11 Land at Harrowsley Green Farm (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

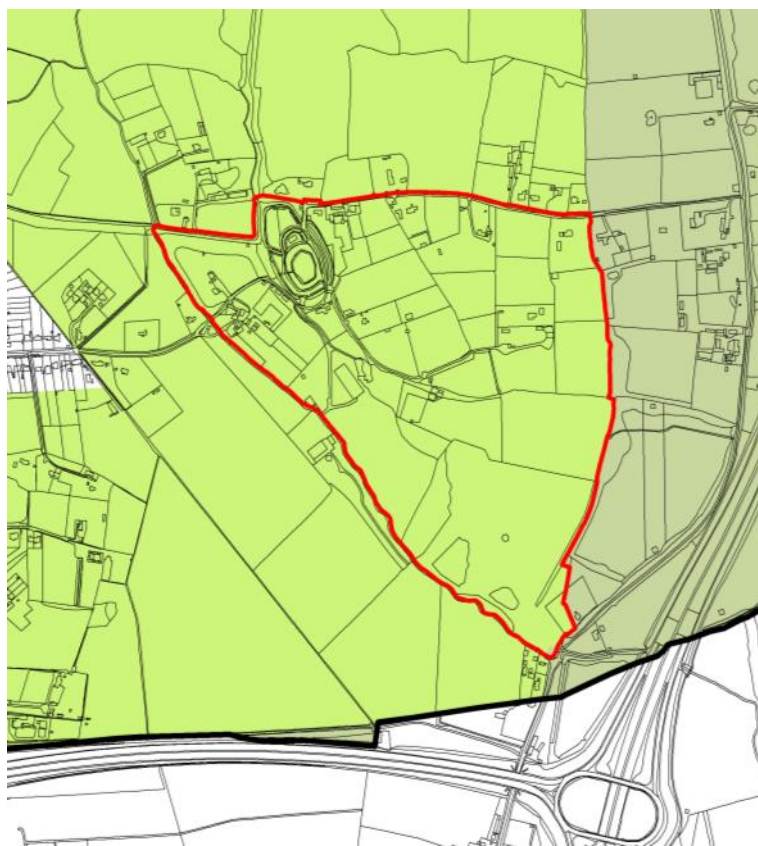
The parcel adjoins the existing urban area at a single narrow point in the north west corner and, as such, is in effect detached from the existing built up area of Horley. The nature of the parcel is such that it would represent an unnatural settlement expansion. In this respect, the parcel is therefore not contained.

The boundaries of the parcel are reasonably well defined. The northern boundary is defined by Smallfield Road, a recognisable and permanent feature. The eastern boundary is formed by a relatively dense and consistent tree belt which

**Moderate
contribution
to Green Belt
function**

<p>appears to have been relied upon to demarcate the existing Green Belt boundary in this location. The western boundary is formed by a relatively dense tree belt and the southern boundary is formed by Haroldslea, a narrow rural lane but nonetheless and physically robust feature. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.4km and this would be reduced to around 0.5km if the parcel did not remain open, equivalent to a reduction of approximately 65%. This gap is therefore considered to be an essential gap and development of the parcel would lead to a significant reduction in separation, eroding the majority of the open gap up to the M23.</p> <p>Whilst the intervening M23 motorway does reduce the visual perception of vulnerability “on the ground” to some extent, the erosion of separation would nonetheless be highly apparent.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel consists almost entirely of open land in agricultural/grazing use, with internal field divisions created by hedgerow and trees. There is very limited built/urbanising development within the parcel, save for a cluster of agricultural buildings, including residences, in the western part of the parcel and sporadic dwellings/agricultural buildings along the southern frontage with Haroldslea. Overall, significantly less than 5% of the parcel is covered by built development and it is therefore considered to be undeveloped.</p> <p>The openness from the parcel itself would be appreciable from approaches to Horley along Smallfield Road as well as along Haroldslea to the south and as a result there would be a perception of encroachment, particularly at a local scale. In addition, whilst the western boundary is formed by a visually prominent tree belt, there is a high degree of relationship between this parcel and the wider countryside both to the west and to some extent the east such that this parcel reads as an integral and coherent part of it. This is amplified by the low lying and generally flat nature of the landscape in this area to the east of Horley which gives rise to the possibility of long range views across this and other adjoining parcels of open countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. The parcel is directly adjacent to Thunderfield Castle Scheduled Ancient Monument; however, there is no particular identifiable link between the asset and this parcel in terms of setting.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>contribution to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

SEH12 Land south of Haroldslea Drive (note that this site does not currently fall within the Green Belt)**Purpose 1: To check the unrestricted sprawl of large built-up areas**

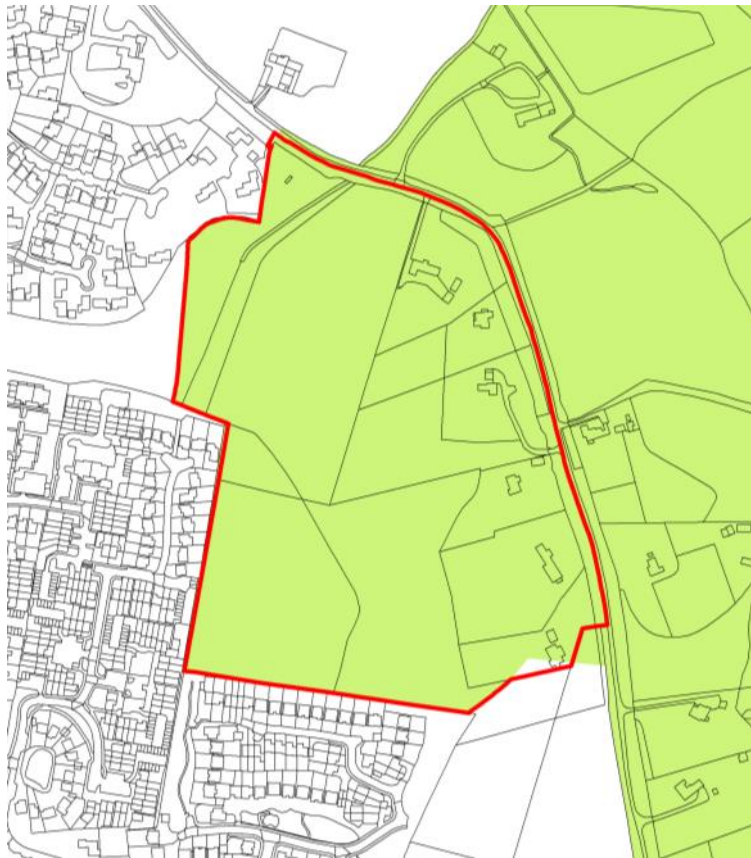

The parcel is physically detached from the existing built up area of Horley by a considerable distance. The nature of the parcel is such that it would not represent a logical settlement expansion. Overall, the parcel is considered to be not contained.

The boundaries of the parcel are mixed in terms of their character and strength. The northern boundary is defined by Haroldslea, a narrow rural lane but nonetheless a physically robust feature and often reinforced by tree cover. The western boundary is demarcated by the Burstow Stream and tree cover along the river corridor. The eastern boundary is largely

**Moderate
contribution
to Green Belt
function**

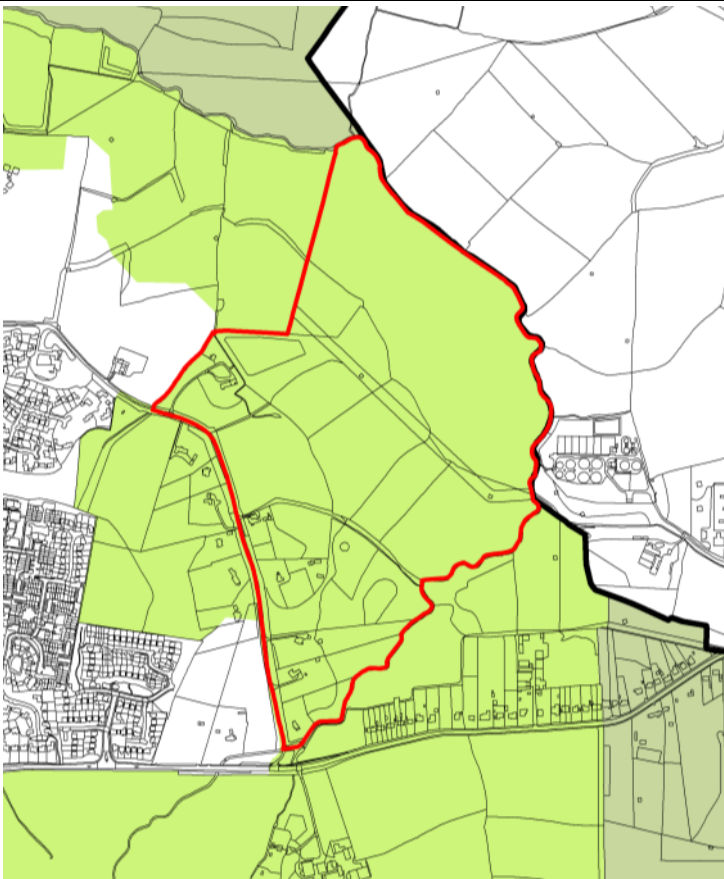

<p>defined by tree cover, which is in part a dense block of woodland (The Roughs) but in parts is more intermittent, particularly towards the north and south. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km and this would be reduced to around 0.5km if the parcel did not remain open, equivalent to a reduction of approximately 45%. This gap is therefore considered to be an essential gap and development of the parcel would lead to a significant reduction in separation, eroding the majority of the open gap up to the M23.</p> <p>The gap is somewhat sensitive to visual coalescence at a local scale, particularly as viewed when approaching Horley along Smallfield Road and Haroldslea and the further loss of openness from this parcel would serve to completely erode the transition between the two settlements. Whilst the intervening M23 motorway does reduce the visual vulnerability across the open fields to some extent, the erosion of separation would nonetheless be highly apparent.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is characterised by a mixture of large and small plots of open grazing/agricultural land and areas of semi-natural open land interspersed with numerous block and belts of woodland. The overriding character is however open and built form is largely contained to the northern part of the parcel along Haroldslea, consisting of large residential dwellings with ancillary small scale agricultural/equestrian buildings. Overall, built/urban development covers significantly less than 5% of the parcel.</p> <p>The openness and countryside character of the parcel is appreciable at a local scale, particularly north along Haroldslea but also along public right of way which traverses the parcel. Whilst the western boundary is strong – formed by the Burstow Stream – the parcel represents an integral part of the wider countryside to the east of Horley and there is some intervisibility with surrounding land parcels. The strength of the southern boundary does however mean that the parcel is not an integral part of the countryside to the south of the M23 spur.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower contribution</p>

<p>The parcel is not directly adjacent to or in proximity of a historic town or conservation area such that it forms part of the setting. The Thunderfield Castle Scheduled Ancient Monument is located within the north west corner of the parcel; however, any contribution to the setting is likely to be localised rather than related to the openness of the wider parcel.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>to Green Belt function</p>
<p>Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land</p> <p>The “urban areas first” approach set out in Policy CS6 of the adopted Core Strategy ensures that development on greenfield, Green Belt sites should not directly compete with viable and deliverable urban/regeneration opportunities.</p>	<p>Lower contribution to Green Belt function</p>

EH1		Langshott Wood (note that this site does not currently fall within the Green Belt)	
			
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Approximately 67% of the parcel is contiguous with the existing built up area of Horley, with the parcel adjoining the urban area along the entirety of its southern and western boundaries. The parcel does not protrude any further east than the existing urban area of Horley to the east along Smallfield Road. Overall, the parcel shares a natural and logical relationship with the existing built up area. The parcel is considered to be well contained.</p> <p>The outer boundary of the parcel is strong, demarcated by a road, Langshott, which is a readily recognisable and permanent</p>			
		<p>Lower contribution to Green Belt function</p>	

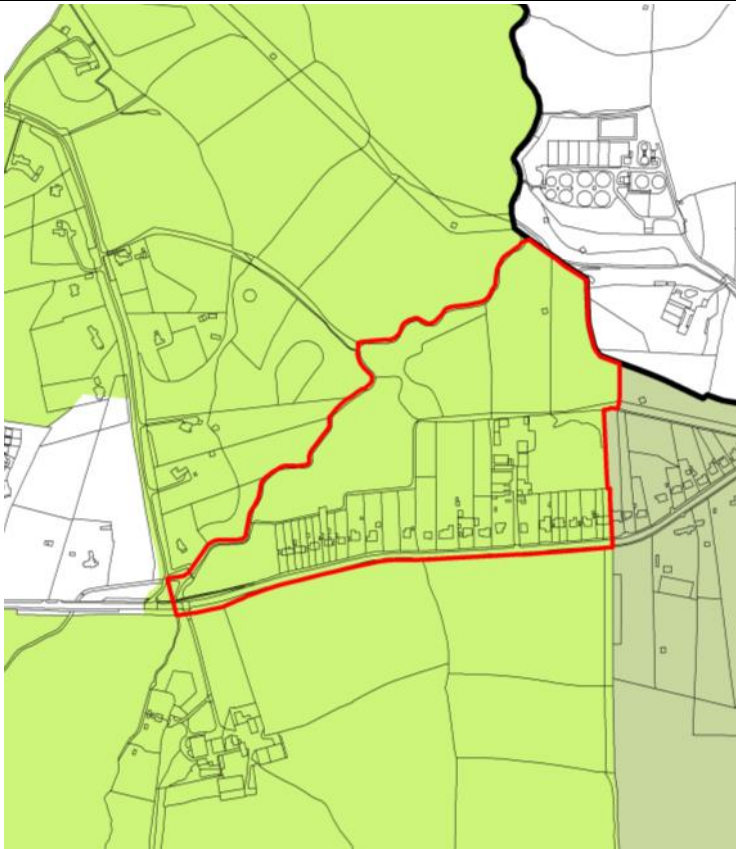
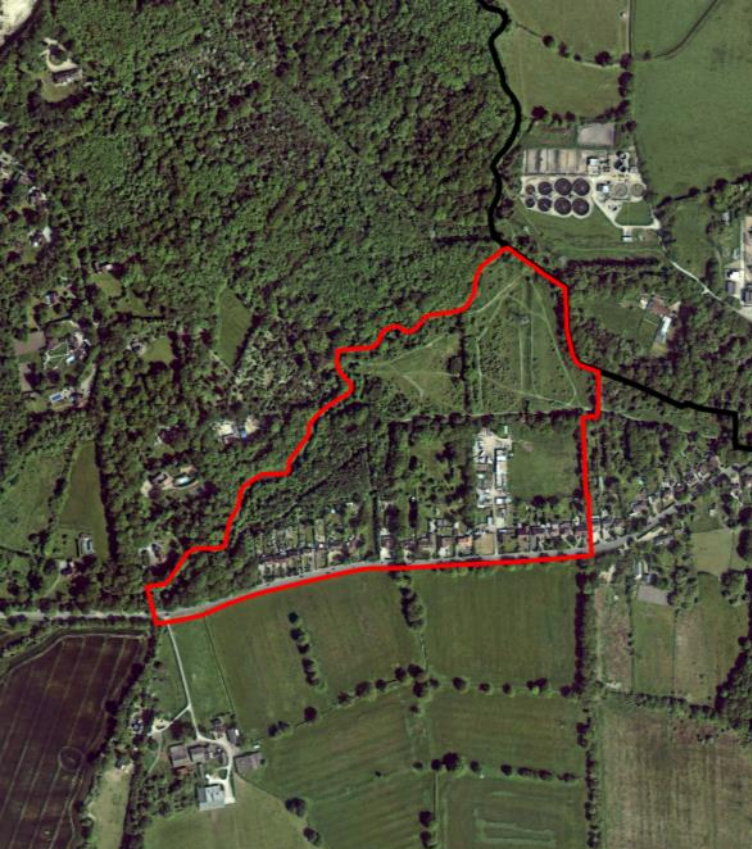
<p>feature. Furthermore, this is reinforced visually in places tree cover and woodland. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km at its narrowest. Given the geographic location of the parcel, and in particular the existing extent of the built up area directly to the south of it, there would be no reduction in the width of the gap resulting from the removal of this parcel. As such, whilst the gap is considered to be a narrow gap, the role played by the parcel itself, and the sensitivity to its loss, is more limited.</p> <p>Given the location of the parcel to the north of the main frontage along Smallfield Road, the settlement gap as perceived visually on the approach to Horley along this road would not be significantly affected were this parcel to be developed.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly covered by dense woodland, much of which is protected as Ancient Woodland. In terms of built form, there are a number of large residential properties in the east of the parcel along the Langshott frontage. Overall, significantly less than 5% of the parcel is covered by built/urbanising development with the remainder largely covered by woodland. Overall, the parcel is therefore considered to be undeveloped.</p> <p>Given the density of woodland on the site, the majority of the parcel does not exhibit particularly open character. The frontage development along Langshott similarly reduces the perceived openness from the road. Nonetheless, the loss of the woodland itself and its replacement with built form would be readily appreciable at a local scale, in particular in terms of the visual utility which the parcel provides in providing a transition from the urban area to the countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>

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

EH2		Brook Wood (note that this site does not currently fall within the Green Belt)			
					
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>Approximately 15% of the parcel is contiguous with the existing built up area of Horley along the western boundary. However, the contiguity along the western boundary is not consistent. The nature and geography of the parcel is such that would represent an unnatural settlement expansion. Overall, the parcel is not contained.</p> <p>The outer boundaries of the parcel are mixed but generally strong. The western boundary (where it doesn't adjoin the existing built up area) is defined by a road, Langshott, which is a readily recognisable and permanent feature and visually reinforced</p>				<p>Moderate contribution to Green Belt function</p>	

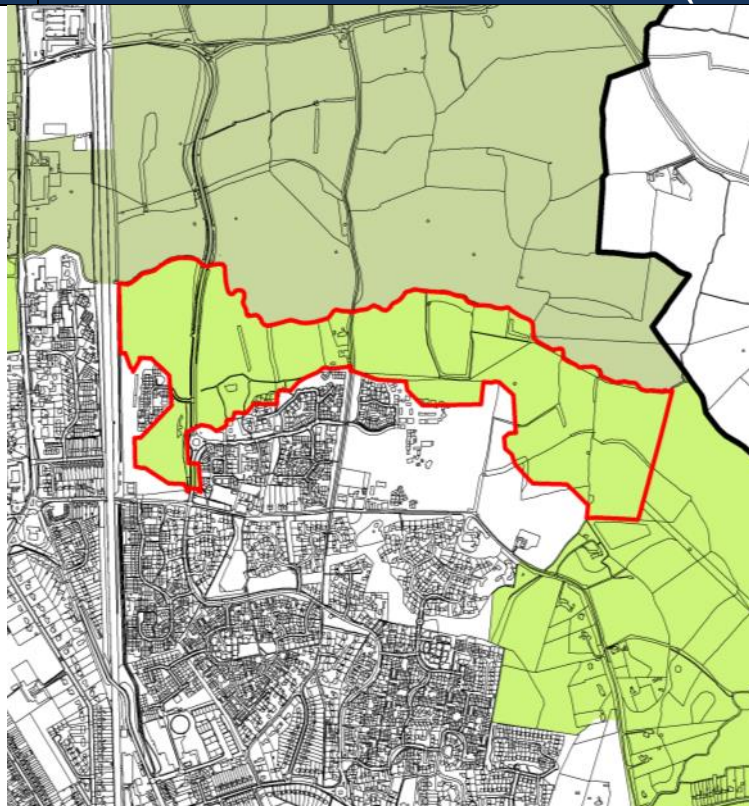
<p>by dense woodland. The northern boundary is clearly defined by the edge of the dense area of woodland which covers the parcel. The remainder of the parcel is defined by the route of the Burstow Stream, again a readily recognisable and permanent feature. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km and this would be reduced to around 0.65km if the parcel did not remain open, equivalent to a reduction of approximately 40%. This gap is therefore considered to be an essential gap and development of the parcel would lead to a significant reduction in separation, eroding the majority of the open gap up to the M23.</p> <p>Whilst the intervening M23 motorway does reduce the visual vulnerability, the reduction in the open gap between Horley and the M23 (which largely represents the outer edge of Smallfield), would be readily appreciable from the new settlement edge given the low lying, level and open nature of the remaining intervening land.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is predominantly covered by dense woodland, much of which is protected. In terms of built form, there are a number of large residential dwellings sporadic and organically situated in the west of the parcel. Overall, significantly less than 5% of the parcel is covered by built/urbanising development with the remainder largely covered by woodland. Overall, the parcel is therefore considered to be undeveloped.</p> <p>Given the density of woodland on the site, the majority of the parcel does not exhibit particularly open character but is nonetheless an integral part of the character of the surrounds of Horley. The loss of the woodland itself and its replacement with built form would be readily appreciable at a local scale and would be perceived as encroachment into the countryside and would, in particular, lead to erosion of the transition which the parcel offers from the urban area to open countryside beyond.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

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

EH3 Land north of Smallfield Road (note that this site does not currently fall within the Green Belt)		
		
<p>Purpose 1: To check the unrestricted sprawl of large built-up areas</p> <p>The parcel adjoins the existing urban area at a single narrow point in the south west and, as such, is in effect detached from the existing built up area of Horley. The parcel is therefore not contained.</p> <p>The outer boundaries of the parcel are mixed. The northern boundary is defined by the Burstow Stream and associated tree cover along the river corridor, thus it is recognisable and permanent. The western boundary is more arbitrary, defined in part by a belt of trees and in part by residential curtilage which forms the existing Green Belt boundary in the area. The southern boundary is demarcated by Smallfield Road and is similarly strong. Overall, the boundaries of the parcel are considered to be</p>		<p>Moderate contribution to Green Belt function</p>

<p>average to strong.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies between main settlement of Horley and the nearby village of Smallfield to the west. The existing settlement gap at this point is approximately 1.1km and this would be reduced to around 0.5km if the parcel did not remain open, equivalent to a reduction of approximately 55%. This gap is therefore considered to be an essential gap and development of the parcel would lead to a significant reduction in separation, eroding the majority of the open gap up to the M23.</p> <p>Whilst there is a degree of development along the frontage of this parcel with Smallfield Road (in ribbon type form), its character is such that it feels semi-rural, with the openness and woodland beyond readily apparent and therefore the perception of separation between settlements is somewhat retained. Loss of the perceptible openness and its replacement with built development would significantly alter the perception of the gap at a local scale when viewed along this approach to Horley.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel is of mixed character, including areas of dense woodland, parcels of natural/semi-natural open space and frontage development along Smallfield Road. In terms of built form, there is a relatively consistent ribbon of residential dwellings along the southern boundary of the parcel with Smallfield Road; however, due to the scale and spacing, they retain a semi-rural character. Overall, approximately 15% of the parcel is covered by built/urbanising development. Overall, the parcel is therefore considered to largely undeveloped.</p> <p>Whilst the frontage along Smallfield Road is somewhat developed, it is semi-rural in character and the openness of the parcel to the rear of these dwellings is clearly visible from the road and any loss would be perceived as encroachment into the countryside.</p> <p>Taking account of the factors above, the parcel is considered to be of moderate importance to this purpose.</p>	<p>Moderate contribution to Green Belt function</p>
<p>Purpose 4: To preserve the setting and special character of historic towns</p>	<p>Lower</p>

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

NEH1 North East Sector Riverside Green Chain (note that this site does not currently fall within the Green Belt)

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

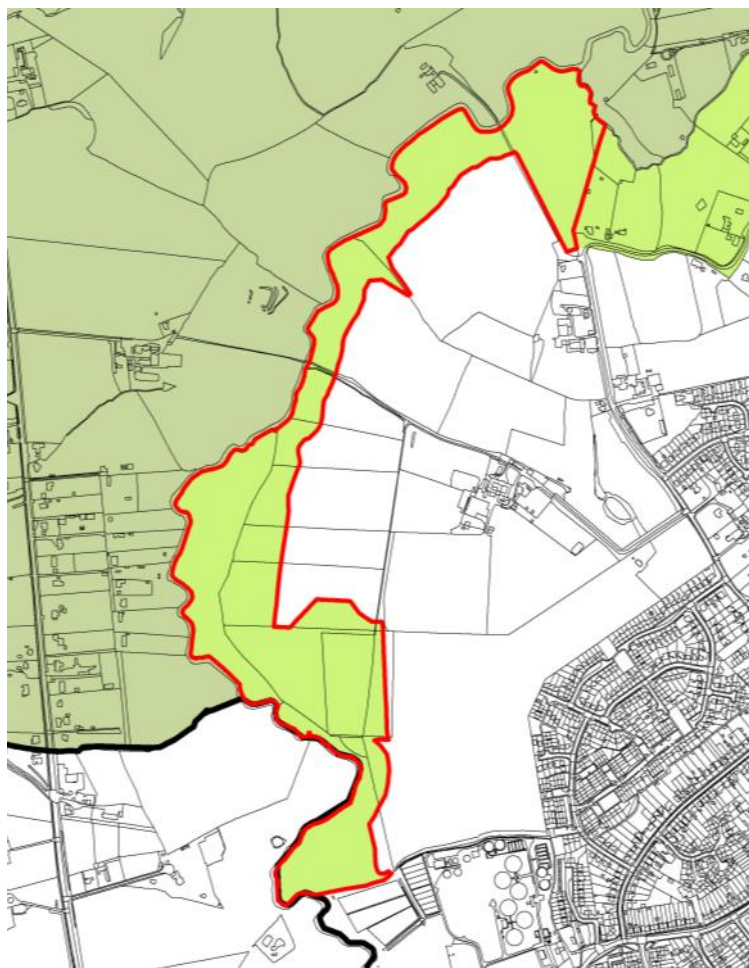
Approximately 50% of the parcel is contiguous with the existing built up area of Horley along the southern and western boundary. Overall, the parcel shares a natural and logical relationship with the existing built up area, in effect “hugging” the length of the urban edge. The parcel is therefore considered to be partially contained.

The outer boundaries of the parcel are all well defined. The northern boundary is defined by the Burstow Stream and associated tree cover along the river corridor, thus it is recognisable and permanent. The western boundary is demarcated by the railway line, which is elevated on a man-made bank and is again strong both visually and physically. The eastern

**Lower
contribution
to Green Belt
function**

<p>boundary is defined by the edge of an area of dense woodland. Overall, the boundaries of the parcel are considered to be strong. Whilst the parcel could be sub-divided internally using roads (e.g. Orchard Drive) this would not materially alter the conclusion.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies somewhat indirectly between main settlement of Horley and the built up area of Salfords to the north. The existing settlement gap at this point is approximately 0.3km at its narrowest. However, the parcel itself does not protrude any further north than the existing extent of the built up area of Horley and as such there would be no reduction in the width of the gap resulting from the removal of this parcel. Therefore, whilst the gap is considered to be a narrow gap, the role played by the parcel itself, and the sensitivity of the gap to its loss, is limited</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel consists entirely of open land in grazing/semi-natural public open space use, with internal field divisions created by hedgerow and trees. The only built development/urbanising features within the parcel is a small cluster of residential dwellings along Lake Lane, covering less than 1% of the parcel. It is therefore considered to be undeveloped.</p> <p>At a local scale, the loss of openness from the parcel itself would be readily appreciable, particularly when viewed from the built up area of the North East Sector and on the main access roads/approaches to it. Additionally, whilst the northern boundary is formed by a physically strong feature, there is a reasonably degree of intervisibility between the open land in the parcel and the surrounding land to the north such that it reads as part of the wider countryside. In particular, the openness of land within the parcel acts as a transition from urban area to countryside which would be eroded if the parcel were developed.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>

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

NWH3 North West Sector Riverside Green Chain (note that this site does not currently fall within the Green Belt)

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

The parcel adjoins the allocated Horley North West development area, which will form part of the built up area of Horley. Approximately 45% of the parcel is contiguous with the future built up edge of Horley. Overall, the parcel shares a natural and logical relationship with the existing built up area, in effect “hugging” the length of the urban edge. The parcel is therefore

**Lower
contribution
to Green Belt
function**

<p>considered to be partially contained.</p> <p>The outer boundary of the parcel is well defined. The majority of the parcel is defined by the corridor of the River Mole and Burstow Stream and is recognisable and permanent. The western boundary close to Meath Green Lane is less well defined, demarcated by a somewhat intermittent belt of trees; however this represents a small fraction of the overall boundary. Overall, the boundaries of the parcel are considered to be strong.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	
<p>Purpose 2: To prevent neighbouring towns from merging into one another</p> <p>The parcel lies to the north west of Horley and is largely westerly facing. In this regard, it is not considered to form part of the gap between Horley and Salfords. Given the relatively narrow of the parcel, removal would have little impact upon the significant separation between Horley and any nearby settlements (the nearest of which is Reigate in a north-westerly direction approximately 3.5km away as the crow flies). The gap is therefore considered to be wide and removal would lead to no reduction in separation.</p> <p>Taking account of the factors above, the parcel is considered to be of lower importance to this purpose.</p>	<p>Lower contribution to Green Belt function</p>
<p>Purpose 3: To assist in safeguarding the countryside from encroachment</p> <p>The parcel consists entirely of open land in grazing/agricultural use which will gain an increasing use as semi-natural public open space use as the North West Sector develops. Internal field divisions are created by hedgerow and trees. There is no built development within the parcel and it is therefore considered to be undeveloped.</p> <p>At a local scale, the loss of openness from the parcel itself would be readily appreciable, particularly when viewed from the edge of the built up area of the North West Sector (once completed). Additionally, whilst the northern boundary is formed by a physically strong feature (River Mole), there is a degree of intervisibility between the open land in the parcel and the surrounding land to the north such that it reads as part of the wider countryside. In particular, the openness of land within the parcel acts as a transition from urban area to countryside which would be eroded if the parcel were developed.</p> <p>Taking account of the factors above, the parcel is considered to be of higher importance to this purpose.</p>	<p>Higher contribution to Green Belt function</p>

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