



Reigate and Banstead Borough Council's Local Plan Annual Monitoring Report

Covering the period 1 April 2020 to 31 March 2021

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Executive Summary

Reigate and Banstead Borough Council's annual monitoring report (AMR) has been prepared in accordance with the requirements of national legislation (the Localism Act 2011, the Town and Country Planning (Local Planning) England Regulations 2012 (as amended) and the Planning and Compulsory Purchase Act 2004 (as amended)) and the direction of national Planning Practice Guidance (PPG).

Monitoring is an essential part of the planning process, providing an opportunity to review the performance of planning policies in the context of set objectives and indicators. AMRs are required to report on a range of specific topics and outline progress against certain targets; including, among other things, providing information on the Council's:

- Progress in plan-making activities;
- Activity in relation to the duty-to-cooperate;
- Implementation of policies in the local plan; and
- Implementation of neighbourhood plans.

The Council's produces a number of topic-based monitoring reports each year which review changes nationally and locally, and assess the Council's progress against adopted policies these include:

- Housing Monitor
- Commercial, Leisure & Community Commitments Monitor
- Environment & Sustainability Monitor
- Industrial Estates Monitor
- Town Centre Monitor
- Local Centre Monitor

The Annual Monitoring Report provides a summary of the strategic objectives with links to the individual topic-based monitors for more details and it covers the monitoring period between 1 April 2020 and 31 March 2021. It is divided into three key themes set out below:

- Housing Delivery
- Local Economy & Regeneration
- Environment & Sustainability

1. Introduction

1.1. What is the Council's Annual Monitoring Report?

The Annual Monitoring Report (AMR) reviews the progress of the development plan activity and the effectiveness of Local Plan policies in achieving their objectives.

The AMR has been prepared in accordance with the requirements of national legislation (the Localism Act 2011, the Town and Country Planning (Local Planning) England Regulations 2012 and the Planning and Compulsory Purchase Act 2004 and the direction of the national Planning Practice Guidance (PPG).

A local planning authority's monitoring report is required to report on a range of specific topics and outline progress against certain targets; including, among other things, providing information on the Council's:

- Progress in plan-making activities;
- Activity in relation to the duty-to-cooperate;
- Implementation of policies in the local plan; and
- Indicators in the plan.

AMRs can also be used to provide up-to-date information on the implementation of any neighbourhood plans that have been brought into force and monitor the provision of housing for older and disabled people.

The AMR therefore includes a discussion of, among other things:

- The progress of each document in the Local Development Scheme (LDS), including reasons for lack of progress where appropriate;
- Information on the progress of neighbourhood plans;
- The adoption of Development Plan Documents and Supplementary Planning Documents;
- The principal activities undertaken in relation to the duty-to-cooperate;
- Monitoring information in respect of s.106 and the Community Infrastructure Levy (CIL); and
- The monitoring of policies and policy indicators in the Council's Development Plan.

This AMR covers the period 1 April 2020 to 31 March 2021 ('the monitoring period'). It should also be noted that this monitoring period covers the first year of the Covid-19 pandemic.

1.2. How will the AMR be used?

The AMR is an overview of the suite of monitoring reports that review the progress of local plan policies. These include:

- Housing Monitor
- Commercial, Leisure & Community Commitments Monitor
- Environment & Sustainability Monitor
- Industrial Estates Monitor
- Town Centre Monitor
- Local Centre Monitor

The national PPG says that the monitoring report can be used to help to inform if there is a need to undertake a partial or full update of the local plan, when carrying out a review at least every five years from the adoption date. (Paragraph 065 Reference ID: 61-065-20190723).

2. Policy Context

2.1. The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that planning permissions should be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan consists of the following documents:

- a. [The Core Strategy](#): Adopted on 3 July 2014 and was reviewed in accordance with Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) on 2 July 2019. The Core Strategy sets out the overarching strategic approach for delivering new development in the borough and contains policies to guide decision making on planning applications, development site allocations and policy designations.
- b. [The Development Management Plan](#): Adopted 26th September 2019, the DMP contains detailed policies for determining planning applications and allocates sites for development across the borough.
- c. [Minerals and Waste Planning Documents](#): Minerals and waste planning documents are prepared by Surrey County Council, as the Waste Planning Authority for the borough, and also form part of the Development Plan for the borough.

The 'saved' Borough Local Plan (2005) policies (i.e. those not already withdrawn previously) and Policy CS15 of the Core Strategy were formerly withdrawn on 26 September 2019.

Regulation 34 of the Town and Country Planning Regulations (2012) requires local planning authorities to identify in their AMR where the authority is not implementing a policy specified in a local plan, explain why, and any steps it is taking to implement it.

Paragraph 213 of the revised NPPF says that in the determination of planning applications, the Council's should give weight to existing development policies according to their degree of consistency with the Framework. The closer the policies in the plan to the policies in the Framework, the greater the weight that may be given. Existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of the Framework.

Paragraph 48 of the revised NPPF further says that local planning authorities may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to the Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

2.2. Local Development Scheme

The Planning and Compulsory Purchase Act 2004 (as amended by the Planning Act 2008 and the Localism Act 2011) requires a local planning authority to prepare and maintain a Local Development Scheme (LDS). The LDS sets out the scope and timetable for production/ review of development plan documents.

The Council’s current LDS (2 July 2019), covering the period to 2023 is available to view on the [Council’s website](#). This supersedes and updates previous versions. It details a timetable for the production of the DMP and Policies Map. Tables 1 & 2 below detail progress against the timetable specified.

Table 1 DMP

Stage	Timetable	Progress
Preparatory work	Until June 2016	
Regulation 18 Consultation	August – October 2016	
Regulation 19 Publication	January – May 2018	
Submission	August 2018	
Examination	August 2018 – April 2019	



Stage	Timetable	Progress
Adoption	September 2019	

Table 2 Policies Map

Stage	Timetable	Progress
Preparatory work Regulation 18 Consultation Regulation 19 Publication Submission Examination Adoption	To be progressed on the same timetable as the DMP and updated as required to incorporate any changes resulting from the adoption/ review of other Development Plan Documents.	

Following changes in legislation in 2011 and 2012 (The Localism Act 2011 and the Town and Country Planning (Local Planning) (England) Regulations 2012) there is no longer a requirement for Local Planning Authorities to specify the timetables for producing planning policy documents which are not development plan document, such as Supplementary Planning Documents (SPDs), the Community Infrastructure Levy (CIL) and the Statement of Community Involvement (SCI) in the LDS.

2.3. Supplementary Planning Documents and Guidance

The Council has adopted a range of Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs) to provide supporting information and additional detail on the implementation of policies included within adopted Development Plan documents.

Whilst they are not a formal part of the Development Plan for the borough, SPDs and SPGs are material considerations in the determination of planning applications. The Council's adopted SPDs and SPGs are available on the [Council's website](#).

Within this monitoring period, the Council has adopted the following SPDs:

- Barn and Farm Conversions SPD
- Historic Parks and Gardens SPD
- Reigate Town Centre Shop Front Design SPD

Within this monitoring period, the Council has prepared and/or undertaken public consultation on the following draft SPDs:

- Local Character & Distinctiveness Design Guide SPD
- Climate Change & Sustainable Construction SPD

It is intended that these will be adopted June 2021 and September 2021, respectively. Upon adoption, the following SPD will be revoked:

- Local Distinctiveness Design Guide SPG (2004)

The Council also continues work on the preparation of a draft Horley Business Park Site Development Brief SPD.

2.4. Statement of Community Involvement

The Statement of Community Involvement (SCI) is a document which sets out when and how the Council will engage with stakeholders and residents on planning issues, including the determination of planning applications and the preparation of planning policy documents.

Planning legislation (The Planning and Compulsory Purchase Act 2004 (as amended) and the Town and Country Planning (Local Planning) England Regulations 2012 (as amended)) requires the Council to prepare and maintain a SCI setting out how it will engage with the community on planning issues and to review, and where necessary, update the SCI within 5 years of adoption.

The Neighbourhood Planning Act 2017 inserted within the Planning and Compulsory Purchase Act 2004 a specific requirement for the SCI to set out the Council's approach to giving advice or assistance in relation to the preparation or modification of Neighbourhood Plans.

On 18 April 2019, the Executive approved the adoption of the revised SCI and its immediate taking effect. Following its adoption, the Planning and Compulsory Purchase Act (2004)

requires the Council to comply with the SCI when dealing with planning applications and in preparing planning policies.


2.5. Neighbourhood Planning

The Localism Act 2011 sets out a range of mechanisms to hand greater power to local councils and local communities and give people a greater say in decisions that affect their neighbourhoods. This includes powers to allow qualifying bodies (Parish or Town Councils and designated Neighbourhood Forums) to produce neighbourhood plans and neighbourhood development orders. Neighbourhood planning is optional but can enable communities to become more actively involved in how development happens in their local area.

Neighbourhood plans allow local communities to set planning policies for their area. Once adopted, they become part of the Council’s Development plan and must be considered when planning decisions are made.

As can be seen in Table 3, during this monitoring period no progress has been made in relation to community/ neighbourhood planning as no groups have formally approached the Council with a view to commencing a plan and no groups are currently in the process of writing a plan.

Table 3 Core Strategy Policy CS5 Monitoring Indicators

Monitoring Indicator	Result	Symbol
What progress is being made in relation to community/ neighbourhood planning? (Number of neighbourhood/ community plans being progressed)	0	

2.6. Duty to Co-Operate

The duty to co-operate (DtC) was introduced by the Localism Act 2011. It places a legal duty on local planning authorities, county councils in England and public bodies to engage

constructively, actively and on an ongoing basis to maximise the effectiveness of local plan preparation in the context of strategic cross boundary matters.

Strategic Policy issues are set out in the NPPF (paragraph 20). The strategic issues facing the borough include flood risk, the Green Belt, housing and employment provision, traveller accommodation, highway matters and infrastructure.

Supplementary Planning Documents

During this monitoring period the Council consulted all prescribed bodies (and specific and general consultees and other individuals and organisations registered on the Planning Policy database) as part of the consultation on the following draft SPD:

- Local Character & Distinctiveness Design Guide SPD

Other Consultation/ Duty to Co-Operate Activity

Within this monitoring period, the Council has not consulted on any other documents relating to strategic matters.

We have however met with a number of bodies as part of established working groups. Further detail is provided within Appendix 1.

We have also been consulted on number of documents including the following:

- Arun District Council: Arun District Design Guide SPD
- Arun District Council: Arun Gypsy and Traveller and Travelling Showpeople Site Allocations Development Plan Document and supporting evidence (G&T Climate Change Flood Map and HRA of the DPD)
- Arun District Council: Barnham, Eastergate and Westergate Framework Masterplan Consultation
- Arun District Council: Ford Masterplan Consultation
- Arun District Council: West of Bersted Masterplan Consultation
- Buckinghamshire County Council: Statement of Community Involvement
- Crawley Borough Council: Conservation Area and Locally Listed Buildings
- Crawley Borough Council: Local Plan Review
- Government: Changes to the Current Planning System
- Government: Government Review of Planning Policy for Flood Risk

- Government: National Planning Policy Framework and National Model Design Code: Consultation Proposals
- Government: Supporting Housing Delivery and Public Service Infrastructure
- Government: “Planning for the Future” White Paper
- Guildford Borough Council: Development Management Policies
- London Borough of Croydon, Royal Borough of Kingston, London Borough of Merton and London Borough of Sutton: Draft South London Waste Plan and accompanying SA
- London Borough of Sutton (Beddington Park CA, Cheam Village CA and Wrythe Green CA): Conservation Area Appraisal
- London Borough of Sutton: Draft Sustainable Transport Strategy 2020 to 2025
- Spelthorne Borough Council: Local Plan and CIL Viability Assessment – Stakeholder Consultation
- Spelthorne Borough Council Local Plan: Duty to Cooperate (Housing Need)
- Surrey County Council: Stakeholder Engagement on the Integrated Sustainability Appraisal (ISA) Scope for Surrey County’s fourth Local Transport Plan (LTP4)
- Tandridge District Council: Draft Open Space Strategy
- Waverley Borough Council: Site Allocations and Development Management Policies DPD
- West Sussex County Council: Review of the West Sussex Transport Plan
- West Sussex County Council: Soft Sand Review of the West Sussex Joint Minerals Local Plan
- Woking Borough Council: Proposed Main Modifications to Woking Site Allocations DPD

3. Housing Delivery

3.1. Aim

To provide sustainable housing that meets the needs of the community in line with the targets and objectives of the relevant local and national plans.

3.2. Objectives

Core Strategy Objectives:

- SO1: To ensure that future development addresses the economic and social needs of the borough, without compromising its environmental resources.
- SO2: To enable required development to be prioritised within sustainable locations within the existing built up area, which have the necessary infrastructure, services and community provision, whilst also catering for local housing needs.
- SO3: To ensure that the design and scale of new development recognises, enhances and protects the character of our town centres and other urban areas.
- SO10: To require that developments conserve natural resources, minimise greenhouse gas emissions and help to reduce waste, and are adaptable to climate change (including the risk from flooding).
- SO11: To ensure that the types of dwellings built are suited to the requirements of the forecasted local population, and that an appropriate proportion is 'affordable' to those in need.
- SO12: To enable the accommodation needs of gypsies and travellers, and Travelling Showpeople, to be met in appropriate locations.

DMP Objectives:

- SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness.
- SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants.

- SC3: To minimise the impacts of development, and the development process on residents and local amenity.
- PS1: Identify a local target for gypsy, traveller and travelling showpeople sites, and allocate sites to achieve this target.
- PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles.

3.3. Background

Within the last twelve months 785 net additional dwellings were completed (including older people's care and nursing homes in C2 use), this is an increase from the 490 completed in 2019/20 and remains above the Council's annual target of 460 dwellings per annum. Since the beginning of the plan period, a total of 4,922 net dwellings have been completed within the borough (equating to an annual average completion of 547 units), leaving an outstanding requirement of 1,978 dwellings over the plan period.

Within this monitoring period 93 affordable units have been completed. This is just below the Core Strategy Monitoring target to provide 100 additional affordable dwellings per annum and is a decrease from a previous year (133 gross units). It should however be noted that the actual affordable housing target is for a delivery of 1,500 units between 2012-2027, rather than 100 units per annum. If split evenly, the expected target to date would be 900 units delivered since 2012. So far, 918 units of affordable housing have been delivered, which is above the overall target at this point in time.

The current, deliverable five year land supply as of 01 April 2021 is 2,914 net additional dwellings, equating to an 8.92 years supply against the Core Strategy requirement and NPPF 5% buffer. The [2021 Housing Monitor](#) predicted that in April 2022, the Council will be able to maintain the five-year land supply with an equivalent of 9.18 years supply. In accordance with the requirements of DMP Policy MLS1, the allocated sustainable urban extensions are therefore not to be 'released' for development at this time.

3.4. Delivery of the Strategic Objectives

Existing Housing Stock

Of the existing dwellings in the borough, the greatest proportion of dwellings are in Bands C, D and E (see Table 4).

Table 4 Council Tax Band Existing Stock

Band	2020	2021
A	1,075 (1.7%)	1,099 (1.8%)
B	3,888 (6.3%)	4,066 (6.5%)
C	12,314 (19.9%)	12,475 (20.0%)
D	17,529 (28.4%)	17,713 (28.3%)
E	11,050 (17.9%)	11,188 (17.9%)
F	7,388 (12.0%)	7,454 (11.9%)
G	7,389 (12.0%)	7,411 (11.9%)
H	1,090 (1.8%)	1,100 (1.8%)
Total	61,723	62,506

At the end of this monitoring period (31st March 2021), there were 1,215 empty properties in the borough. Of those, 434 have been long term vacancies, having been empty for over 6 months.

Average House Price and Workplace-Based Affordability Ratio

As can be seen in Table 5, within the 2020/21 monitoring period, there was a 19.3% increase in the average house price within Reigate & Banstead (from £541,920 to £646,596). The affordability ratio remained unchanged at 12.26, meaning the average (median) house price in the borough now represents 12.26 times of the average (median) gross annual workplace-based income.

Table 5 Average House Price in the Borough

Indicator	2020	2021
Average House Price	£541,920	£646,596
Workplace-based Affordability Ratio	12.26 (2019)	12.26 (2020)

3.5. Further Details

Full analyses of housing trends can be found in the [2021 Housing monitor](#). It provides information on the general housing market and the current amount, type and location of housing commitments and completions in the borough. Its purpose is to:

- Provide data and analyses on the national and local housing market.
- Monitor and analyse the characteristics of housing supply including density, location and type of housing against the relevant policies.
- Provide the base data for the evaluation of Local Plan and Core Strategy policies.
- Set out the borough’s five year deliverable land supply position.

3.6. Future Actions and Management Mechanisms

In general, housing provision is progressing well and within overall plan targets. However, recent changes to national policy, including more flexibility to provide dwellings through permitted development, lessens the ability of the Council to influence the type/ tenure of residential units.

Future actions are identified as being:

- Continue to encourage pre-application discussions to maximise opportunities for the Council to add value to development proposals
- Council to review the Brownfield Register by 31 December 2021 as required by The Town and Country Planning (Brownfield Land Register) Regulations 2017.

4. Local Economy and Regeneration

4.1. Aim

To identify, provide and protect a range of industrial, commercial and retail sites in order to support the needs of existing and future businesses and provide a variety of employment opportunities in line with the targets and objectives of local and national plans.

To ensure the delivery of necessary infrastructure to support new development within the borough, provide enhancements to public realm and ensure the delivery of key regeneration projects in order to promote sustainable communities and successful town centres.

4.2. Objectives

Core Strategy Objectives

- SO1: To ensure that future development addresses the economic and social needs of the borough without compromising its environmental resources.
- SO13: To seek to secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.
- SO14: To tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier lifestyles.
- SO15: To improve overall accessibility to key services and facilities for all by encouraging development in accessible locations maintaining and enhancing the movement network.
- SO16: To support the sustainable growth of a one-runway, two-terminal airport at Gatwick, subject to satisfactory environmental safeguards being in place.
- SO17: To strengthen the vitality and viability of the borough's town centres and local shopping centres.
- SO18: To direct regeneration to the parts of the borough where it is needed to build vibrant and cohesive communities.
- SO19: To ensure the right amount, range, size and type of commercial areas are available and that the necessary infrastructure and facilities are provided to support a level of economic growth compatible with protecting the environment.

- SO20: To enhance the role of Redhill town centre as a centre of strategic importance, part of a regional transport hub, and as a safe and attractive retail, culture, leisure destination with a high quality environment.

DMP Objectives

- PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough.
- PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper.
- PE3: Help new development to deliver jobs and skills benefits for local people.
- PE4: Protect the vitality and viability of our town centre shopping areas.
- PE5: Protect the viability of smaller scale but vital local shopping areas.
- PE6: Ensure that both town and local centres are resilient and able to respond to future changes.
- PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles.
- PS4: Plan for improvements to existing infrastructure and services and/or the provision of new infrastructure and services to meet the needs created by new development.

4.3. Background

The borough of Reigate & Banstead is a relatively affluent and prosperous area, with low levels of unemployment compared to regional and national averages. The borough occupies a strong strategic location for business and has a buoyant local economy; it sits at the heart of the Coast to Capital Local Enterprise Partnership and within the Gatwick Diamond sub-region.

The locational advantages offered by the borough have attracted many national and international companies. A large proportion of the population is well qualified and works in high-level managerial positions and professions, and across much of the borough, education and qualification levels are also above average.

The Core Strategy spatial strategy recognises that in order to sustain a high quality of life and environment for local residents there is a need to regenerate certain areas of the borough, provide new housing, infrastructure and community facilities. The Council's priority areas for

growth and regeneration are Redhill town centre, Horley town centre, Preston and Merstham regeneration areas and the two new neighbourhoods in Horley. These areas have been identified because of their existing infrastructure deficits and their requirements for social, economic and environmental improvements

Since the beginning of the plan period a number of regeneration projects have been completed including the development of the Merstham Community Hub (including new library, café, IT drop-in facility, meeting rooms, youth facilities, nursery facilities and community fridge) and new local centre shops to replace the existing facilities on Portland Drive on the former Iron Horse and Triangle Sites (see figure 1 below).

Figure 1 Images of Merstham Community Hub and New Local Centre Shops



The term “infrastructure” refers to the physical facilities and services needed for the borough and its communities to function successfully. Securing provision of new and improved infrastructure when needed minimises negative impacts of new development on the borough and its residents and businesses. Planned infrastructure upgrades and improvements as well as those needed to support the amount and location of development planned for are set out in the supporting Infrastructure Delivery Plan to the DMP.

Most of the planned development in the borough is fairly small-scale, and the impacts on infrastructure are therefore cumulative. As such, most developments are required to contribute to the cost of upgrading and providing new infrastructure through payment of the Community Infrastructure Levy (CIL). Developments which would have specific identifiable impacts may be subject to individual infrastructure requirements through planning conditions and/or obligations. The Council’s [Infrastructure Funding Statement](#) provides more detail on this year’s income and expenditure relating to CIL and s.106 agreements.

4.4. Delivery of the Strategic Objectives

Vacancy Rates

As can be seen from Table 6, during this monitoring period, vacancy rates within the borough's local centres have decreased slightly, whilst town centres and employment areas both seen marginal increase in vacancy rates.

Table 6 Vacancy rates in town centres, local centres and employment areas

Designation Area	2020	2021
Town Centres	7.4%	7.9%
Local Centres	8.6%	8.4%
Employment Areas	8.4%	9.4%

Business Growth

Within the monitoring period there has been a fall in the annual business start-ups (950 in 2019 to 785 in 2020). There has also been a slight decline in the number of business units (8,210 to 8,080).

Regeneration

Appendix 4 details the progress of major regeneration schemes; this shows that regeneration within identified priority areas is progressing well.

Within this monitoring period, no new data has been published on the Index of Multiple Deprivation scores for Lower-layer Super Output Areas (LSOAs) within regeneration areas. Table 7 details the latest data published in 2019.

Table 7 Index of Multiple Deprivation Scores for LSOAs within Regeneration Areas

LSOA	2019	2021
Redhill	12.19	-
Horley	13.36	-
Merstham	20.74	-
Preston	27.12	-

Infrastructure Delivery

The Council commenced the collection of the Community Infrastructure Levy (CIL) on 1st April 2016. Tables 8 and 9 below show that within this monitoring period the Council has received £2,068,955.98 CIL contributions and £9,837,788.50 s.106 contributions. For more information please see the Council's [Infrastructure Funding Statement](#).

Table 8 CIL

Indicator	2020	2021
Total sum of CIL receipts received for this monitoring period	£3,466,176.19	£2,068,955.98
Total CIL Expenditure	£729,129.91	£302,377.00
Of which CIL Strategic Spend	£527,020.000	£84,083.92
Of which Local Council Allocations (Parish and Town Councils only)	£17,535.61	£21,619.75
Of which CIL Local Spend	£143,974.30	£139,340.15
CIL balance	£2,737,046.28	£1,766,578.98
Total CIL balance retained and carried forward to next year	£5,894,012.82	£7,675,957.70

Table 9 s.106

Indicator	2020	2021
s.106 collected	£5,185,494.54	£12,536,985.26
s.106 secured	£1,441,316.51	£420,000.01
s.106 expenditure	£301,624.32	£2,738,513.31
s.106 allocated	£2,615,904.81	£1,100,485.32
s.106 balance retained (including allocations) at end of monitoring period	£12,661,183.14	£22,408,838.99

To support the delivery of development outlined in the DMP, Annex 6 includes an Infrastructure Delivery Schedule. Work is ongoing to deliver the following projects:

- LRN1 – Three Arch Rd junction improvements
- LRN2 – Woodhatch / Cockshot Hill junction improvements
- CP16 – Greater Redhill Sustainable Transport Package Phase 2
- CP25 – Reigate Transport Package
- PE1 – New 2FE Primary Free School at North West Sector (Westvale) Horley
- PC1 – Provision of additional primary and community health capacity at North West Horley (Westvale) development
- ES1 – “Blue Light Hub” – Banstead Ambulance “Make-ready” Centre
- FM1 – Burstow Stream Flood Alleviation Scheme, South East and North Horley

4.5. Further Details

Further details including analyses of commercial, leisure and community developments can be found in the latest [Commercial, Leisure & Community Commitments Monitor](#), the purpose of which is to:

- Monitor the amount of employment and retail development coming forward in Reigate & Banstead against established targets
- Analyse the characteristics of development against the relevant policies and indicators
- Monitor the amount of employment and retail floorspace available to let across the borough as a barometer of local economic health.

Detailed analyses of the borough's industrial estates, local centres and town centres can be found in the latest [Industrial Estates](#), [Local Centre](#) and [Town Centre monitors](#).

4.6. Future Actions and Management Mechanisms

National permitted development rights continue to facilitate the loss of office accommodation to residential accommodation both within and outside town centres. The DMP however includes a number of sites allocations for employment uses both within and outside town centres, designated employment areas and seeks to safeguard employment land and premises.

The following actions have been identified:

- Consider whether Article 4 directions to require planning permission for changes of use should be implemented
- Continue to invest in and promote regeneration activities in town centres
- Continue the Council's economic prosperity work to support existing businesses and attract new inward investment.
- Continue to work with developers and others bringing forward sites within the identified regeneration areas.
- Continue to build positive relationships with infrastructure providers, including providing information of planned developments to help create their investment plans.
- 80% of all CIL collected in the borough is held in a "strategic CIL fund". In July 2017, the Council agreed 5-year programme of strategic CIL spending priorities to be funded from the Strategic CIL.
 - The Strategic Infrastructure Spending Programme (SIP) was reviewed in July 2018, and will next be reviewed in July 2021.
 - Bids for new projects will be invited in early 2022, and a new 5-year SIP drawn up for the period July 2022-27.
- 15% of the CIL collected in the borough is spent in the local area from where it was collected. For such areas such as Horley Town and Salfords and Sidlow Parish areas, which have a town and Parish Council respectively, 15% of the CIL generated from developments in those areas are passed to those Town and Parish Councils to spend on their priorities.

- In all other parts of the borough, 15% of CIL generated is retained by the Borough Council, and recommendations for funding local CIL projects are made by ward councillors in one of the four Local CIL Area Advisory Panels to recommend which projects they wish to fund in their area.
- Since 2020, each December, the Council has published an 'Annual Infrastructure Funding Statement' to set out the development contributions, both CIL and s106 planning obligations, collected, and spent in the preceding year. This can be viewed on the [Council's website](#).

5. Environment and Sustainability

5.1. Aim

To protect and enhance the natural environment, biodiversity and green fabric of the borough as well as the valued character and built heritage of the borough's towns.

To improve transport options within the borough in order to promote more sustainable modes of travel and reduce dependence on personal car use.

5.2. Objectives

Core Strategy Objectives

- SO1: To ensure that future development addresses the economic and social needs of the borough without compromising its environmental resources.
- SO4: To achieve an overarching, multi-functional framework which links existing and planned communities through a connected, easily accessible green space network, whilst also respecting the ecological and cultural heritage of the borough, the role of the Green Belt and the promotion of local distinctiveness.
- SO5: To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreation facilities which encourage walking and cycling.
- SO6: To maintain and enhance the borough's valued landscapes, historic, built and natural environment including habitats and species and heritage assets.
- SO7: To keep and enhance the identified character and separate identities of the borough's towns and other urban areas.
- SO8: To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites, through responsible and positive design and management.
- SO9: To ensure that the design of new development makes best use of the site, integrates effectively with its setting, promotes local distinctiveness, maximises accessibility and minimises the opportunities for crime.

- SO10: To require that developments conserve natural resources, minimise greenhouse gas emissions and help to reduce waste, and are adaptable to climate change (including the risk from flooding)
- SO11: To ensure that the types of dwellings built are suited to the requirements of the forecasted local population, and that an appropriate proportion is 'affordable' to those in need.
- SO13: To seek to secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.
- SO14: To tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier lifestyles.
- SO15: To improve overall accessibility to key services and facilities for all by encouraging development in accessible locations maintaining and enhancing the movement network.
- SO16: To support the sustainable growth of a one-runway, two-terminal airport at Gatwick, subject to satisfactory environmental safeguards being in place.

DMP Objectives

- SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness.
- SC3: To minimise the impacts of development, and the development process on local residents and local amenity.
- SC4: Protect the most valuable open space within the urban areas.
- SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision.
- SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations.
- SC7: Ensure new developments are served by safe and well-designed access for vehicle, pedestrians and cyclists.
- SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and where appropriate incorporate renewable energy technologies.

- SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.
- SC10: Ensure new development protects, and enhances wherever possible, the borough's landscapes and biodiversity interest features, providing the highest degree of protection to internationally and nationally designated areas.
- SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough.
- SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use.
- SC13: Conserve and enhance heritage assets across the borough, supporting their continued viable use and cultural benefits.

5.3. Background

The borough benefits from a rich and varied natural environment which includes a number of Sites of Special Scientific Interest and Sites of Nature Conservation Importance and part of the Surrey Hills Area of Outstanding Natural Beauty. 69% of the borough is Metropolitan Green Belt. The natural environment is recognised as a key asset; it supports a wide range of biodiversity interests for example, the Mole Gap to Reigate Escarpment Special Area of Conservation contains rare box scrub, chalk grassland and yew woodland.

Figure 2 Images of Reigate Heath SSSI



Source: RCAV website (n.d.) and Friends of Reigate Heath website (2016)

The borough falls within three of Natural England’s National Joint Character Areas: North Downs, Wealden Greensand and the Low Weald.

- The North Downs area comprises high quality landscape with an amalgamation of smaller settlements and arterial roads heavily used by commuters to and from London. The low-density suburban nature of the built-up area means that it is relatively poorly served by public transport. The green fabric in this area forms an important buffer preventing urban sprawl and the merging of settlements.
- The Wealden Greensand Ridge is the most heavily urbanised area in the borough, containing the major settlement areas of Redhill and Reigate – two adjoining areas which together operate as the economic and transport hub of the borough. The suburbs that make up Reigate and blend into Redhill are dissected by parks and commons, which together form the green fabric, weaving through the urban area and linking it to the countryside beyond.
- The Low Weald is a predominantly flat area to the south of the borough which offers expansive views due to the low-lying topography. Overall, the landscape sensitivity is medium-high. Horley is the dominant town in the area, immediately adjacent to Gatwick Airport (and physically and economically related to it) and at the centre of the Gatwick Diamond area. There are excellent communication links across the area along the A23 and A27 corridors and the London-Brighton rail corridor.

5.4. Delivery of the Strategic Objectives

Valued Landscapes and the Natural Environment

As can be seen in Table 10 below, over the past twelve months there has been a decrease in the percentage of Sites of Special Scientific Interest (SSSI) in favourable or recovering condition. This is now below the Core Strategy Monitoring Framework target to maintain the percentage in favourable or recovering condition at 98%.

Table 10 Percentage of SSSI in Favourable or Recovering Condition

2020	2021
98.5%	93.0%

No recent data has been published on the number of Sites of Nature Conservation Interest (SNCI) under positive management – the latest 2019 data identified 36/53.

Public Transport Patronage

The most recent public transport patronage data shows an increase in rail patronage at all borough stations and specifically an increase in rail patronage at Redhill Railway Station (See Table 11 for details).

Table 11 Public Transport Patronage

Patronage	2020	2021
Patronage at borough railway stations	8,681,680 entries and exits (2018/19)	8,710,810 entries and exits (2019/20)
Patronage at Redhill Railway Station	917,907 (2018/19)	924,354 (2019/20)

Road Pollution

Table 12 below shows that there has been a reduction in road emissions.

Table 12 Local Emissions from Road Transport per Capita, Minor and A Roads Only

2020	2021
173.6kt CO2 total (2018)	172.4 CO2 total (2019)
1.17t per capita (2018)	1.16 per capita (2019)

Source: DEFRA. Data has been updated in line with the latest DEFRA reports.

Air Quality

As can be seen from Table 13 below, all of the Air Quality Management Areas (AQMAs) recorded lower emission values or no change in emission values over the past twelve months. Although there may be many reasons for this, the Covid-19 pandemic would most likely have played a significant part in this.

Table 13 Emissions recorded in AQMAs

2020	2021
None of the AQMA out of 9 recorded increases, 9 recorded lower values or no change	None of the AQMA out of 9 recorded increases, 9 recorded lower values or no change

The most recent data shows a reduction in emission levels at Horley’s existing AQMA monitoring stations (see Table 14 for details).

Table 14 Emissions recorded at Horley’s AQMAs

2020	2021
Horley AQMAs (2019) 24.2 µg m-3 at RG2 26 µg m-3 at RB59	Horley AQMAs (2020) 14.6 µg m-3 at RG2 15 µg m-3 at RB59

Household and Business Waste and Emissions

As can be seen from Table 15 below, over the past twelve months there has been a reduction in household and business waste emissions, whilst there has been a slight increase in household waste collected per person.

Table 15 Household and Business Waste and Emissions

Indicator	2020	2021
Local emissions – businesses	1.09t CO2 (2018)	0.81t CO2 (2019)
Local emissions – domestic	1.62t CO2 (2018)	1.59t CO2 (2019)
Collected household waste per person	350kg (2018/19)	353.3kg (2019/20)

Active Lifestyles

Over the course of the monitoring period, there has been an increase in the proportion of residents who are ‘inactive’, and a small increase in the number of people that did 30-149

minutes of activity per week. However, there was a decline in the proportion of those who were 'active' and did more than 150 minutes of activity per week (see Table 16 for details).

Table 16 Participation in Sport/ Active Recreation

Level of Activity	2020	2021
Inactive (<30 minutes per week)	18.2%	25.7%
Active (30-149 minutes per week)	12.7%	13.1%
Active (150+ minutes per week)	69.2%	61.2%

Crime

Table 17 below shows that over the past twelve months there has been an increase in the number of anti-social behavioural incidents.

Table 17 Number of Anti-Social Behavioural Incidents

2020	2021
2,240	3,268

There has, however, been a decline in the total number of notifiable crime offences (see Table 18).

Table 18 Number of Notifiable Crime Offences

2020	2021
9,621	8,043

In accordance with the requirement in DMP Policy DES1 for new development to be designed to reduce opportunities for crime, during this monitoring period where relevant the Council has consulted Surrey Police's Designing Out Crime Officer and amendments/ conditions have been attached to planning permissions.

5.5. Further Details

Further details can be found in the latest [Environment & Sustainability Monitor](#), the purpose of which is to:

- Provide data and analysis on key environmental aspects of planning applications received and determined by the Council
- Provide data and analysis on transport options including infrastructure, developments and commuting patterns
- Monitor and analyse the current situation of the natural environment, transport options and infrastructure in the borough against relevant policies and indicators
- Provide the base data for the evaluation of the Local Plan policies
- Set out future actions and policy area indicators which are not delivering environment and transport objectives.

5.6. Future Actions and Management Mechanisms

In general, performance against environmental / sustainability targets has been positive. The Council's ability to secure measures such as cycle parking and sustainable design and construction measures may have been impacted by the Government's decision to remove the Code for Sustainable Homes.

Future actions have been identified as follows:

- Continue to work closely with the County Council, adjoining authorities, statutory agencies and landowners to protect and enhance environmental resources in the borough
- Continue to give weight to the views of statutory agencies in the determination of planning applications
- Continue to ensure future development is allocated in the most sustainable locations

Appendices

Appendix 1: Strategic Joint Working Mechanisms

Initiative	Scope	Members
<p>Gatwick Diamond Initiative (sub-area within Coast to Capital LEP)</p>	<p>Groups including Overview Forum, Leaders Forum and Management Group, task groups including technical planning officer project group. Shared priorities include local economy, people places and communities, countryside and landscape, low carbon economy, transport and infrastructure.</p>	<p>Public and private sector partners including: Surrey County Council, West Sussex County Council, Crawley Borough Council, Horsham District Council, Mid Sussex District Council, Mole Valley District Council, Reigate & Banstead Borough Council, Tandridge District Council, Epsom and Ewell Borough Council</p>
<p>Surrey Leaders Group</p>	<p>Issues of county-wide relevance and/or concern</p>	<p>Council Leaders from Surrey districts and boroughs and the County Council</p>
<p>Public Sector Board</p>	<p>Member/ management forum to progress actions to improve public services and local environment, in particular in relation to regeneration and infrastructure.</p>	<p>SCC members and senior management. RBBC members and senior management.</p>

Initiative	Scope	Members
County-level officer engagement	Groupings include Surrey Planning Officers Association and Planning Working Group. Discussion of wide range of planning, development and transport issues; joint working on issues of shared priority.	Officers from all Surrey districts and boroughs and the County Council.
Surrey Planning and Health Forum	Public health and healthcare integration	Surrey County Council Public Health, borough and district authorities' planners and NHS Estates.
Coast to Capital Local Enterprise Partnership	Economic growth	Member level representation via Coast to Capital Joint Committee
Gatwick Airport	Groupings including Gatwick Airport Consultative Committee, Gatwick Airport Transport Forum, and Gatwick Officer Group. Covering both strategic aviation issues and matters relating to the operation and planning of Gatwick Airport and associated infrastructure.	Public and private sector partners including county councils, borough and district authorities in Surrey and West Sussex. Transport service providers, including Gatwick Airport.
Rail Partnership Meeting	Rail issues pertinent to the borough	RBBC officers and Network Rail representatives

Initiative	Scope	Members
Upper River Mole Strategy Working Group	Flood mitigation/alleviation in the Upper Mole catchment	Relevant Surrey and West Sussex county, district and borough authorities, Gatwick Airport, Environment Agency, Highways Agency, Thames Water
Surrey Hills AONB Board	Management of the AONB	Includes district, borough and county members, Natural England and other parties
Transport for the South East	The subnational, strategic transport body for South East England – a partnership whose purpose is to determine what investment is needed to transform the region’s transport system and drive economic growth. Areas covered include: Transport strategy, future mobility, decarbonisation, freight and logistics, economic connectivity and Covid recovery	Includes authorities from Berkshire, Hampshire, Isle of White, Surrey, East Sussex, West Sussex and Kent, representatives from protected landscapes, national delivery agencies, Local Enterprise Partnerships and others

Appendix 2: Core Strategy and DMP Policies

Table 19 Core Strategy Policies

Policy Reference	Policy
CS1	Presumption in favour of sustainable development
CS2	Valued landscapes and the natural environment
CS3	Green Belt
CS4	Valued townscapes and the historic environment
CS5	Valued people and economic development
CS6	Allocation of land for development
CS7	Town and local centres
CS8	Area 1 (The North Downs), Area 2a (Redhill), Area 2b (Reigate and the remainder of Area 2) and Area 3 (The Low Weald)
CS9	Gatwick Airport
CS10	Sustainable development
CS11	Sustainable construction
CS12	Infrastructure delivery
CS13	Housing delivery
CS14	Housing needs of the community
CS15	Affordable housing
CS16	Gypsies, travellers and travelling showpeople
CS17	Travel options and accessibility
CS18	Implementation and monitoring

Table 20 DMP Policies

Policy Reference	Policy
EMP1	Principal employment areas
EMP2	Local employment areas
EMP3	Employment development outside employment areas
EMP4	Safeguarding employment land and premises
EMP5	Local skills and training opportunities
RET1	Development within identified retail frontages and local centres
RET2	Town centre frontages
RET3	Local centres
RET4	Loss of shops outside of designated centres
RET5	Development of town centre uses outside town and local centres
RET6	Retail warehousing
DES1	Design of new development
DES2	Residential garden land development
DES3	Residential Areas of Special Character
DES4	Housing Mix
DES5	Delivering high quality homes
DES6	Affordable housing
DES7	Specialist accommodation
DES8	Construction management
DES9	Pollution and contaminated land
DES10	Pollution and contaminated land
DES10	Advertisements and shop front design
OSR1	Urban open space
OSR2	Open space in new developments
OSR3	Outdoor sport and recreation
TAP1	Access, parking and servicing

Policy Reference	Policy
TAP2	Airport car parking
CCF1	Climate change mitigation
CCF2	Flood risk
NHE1	Landscape protection
NHE2	Protecting and enhancing biodiversity and areas of geological importance.
NHE3	Protecting trees, woodland areas and natural habitats
NHE4	Green and blue infrastructure
NHE5	Development within the Green Belt
NHE6	Reuse and adaptation of buildings in the Green Belt and the Rural Surrounds of Horley
NHE7	Rural Surrounds of Horley
NHE8	Horse keeping and equestrian development
NHE9	Heritage assets
GTT1	Gypsy, traveller and travelling showpeople accommodation
CEM1	Cemetery and crematorium
INF1	Infrastructure
INF2	Community facilities
INF3	Electronic communication networks
BAN2	The Horseshoe, Banstead
BAN3	Banstead Community Centre, Park Road, Banstead
BAN1	136-168 High Street, Banstead
RTC2	16-46 Cromwell Road, Redhill
RTC6	Gloucester Road Car Park, Redhill
RTC4	Colebrook, Noke Drive, Redhill
RTC5	Former Longmead Centre, Holland Close, Redhill
RED1	Quarryside Business Park, Thornton Side, Redhill
RED2	Bellway House, Station Road North, Merstham

Policy Reference	Policy
RED4	Church of Epiphany, Mansfield Drive, Merstham
RED5	Merstham Library, Weldon Way, Merstham
RED6	Former Oakley Centre, Radstock Way, Merstham
RED8	Reading Arch Road/ Brighton Road North, Redhill
RED9	East Surrey Hospital, Redhill
ERM1	Land at Hillsbrow, Redhill
ERM2/3	Land west of Copyhold Works and former Copyhold Works, Redhill
ERM4a	164 Bletchingley Road, Merstham
ERM4b	Land south of Bletchingley Road, Merstham
ERM5	Oakley Farm, off Bletchingley Road, Merstham
REI2	Land adjacent to the Town Hall, Castlefield Road, Reigate
REI1	Library and Pool House, Bancroft Road, Reigate
REI3	Albert Road North Industrial Estate, Reigate
SSW2	Land at Sandcross Lane, South Park, Reigate
SSW6	Land west of Castle Drive, Reigate
SSW7	Hartswood Nursery, Reigate
SSW9	Land at Dovers Farm, Woodhatch
HOR1	High Street Car Park, Horley
HOR3	Horley Police Station, 15 Massetts Road, Horley
HOR5	Horley Library, Victoria Road, Horley
HOR8	Former Chequers Hotel, Bonehurst Road, Horley
HOR10	59-61 Brighton Road, Horley
HOR6	50-66 Victoria Road North, Horley
HOR7	Telephone Exchange, Victoria Road South, Horley
NWH1	Land at Meath Green Lane, Horley
NWH2	Land at Bonehurst Road, Horley

Policy Reference	Policy
SEH4	Land off The Close and Haroldslea Road, Horley
HOR9	Horley Strategic Business Park
MLS1	Managing land supply

Appendix 3: Glossary and Index of Abbreviations

Full Name	Abbreviation	Description/ Explanation
Affordable Housing	AH	<p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <ul style="list-style-type: none"> a) Affordable housing for rent b) Starter homes c) Discounted market sales housing d) Other affordable routes to homeownership <p>See revised NPPF glossary for full definition</p>
Area of Great Landscape Value	AGLV	An area designated by Surrey County Council as being of high visual quality worthy of protection.
Area of Outstanding Natural Beauty	AONB	An area designated for its nationally-important landscape character and appearance. Within an AONB, conservation and enhancement of natural landscape beauty is a priority. Part of the Surrey Hills AONB is located in Reigate and Banstead.
Brownfield land/site		See previously developed land below.
Community Infrastructure Levy	CIL	The Community Infrastructure Levy (CIL) is a charge that local authorities can set on new development in order to raise funds to help fund the infrastructure, facilities and services - such as schools or transport improvements - which are needed to support new homes and businesses in the areas.
Core Strategy	CS	Forms part of the Council's development plan. It sets out the spatial vision and strategic objectives for the plan period.

Full Name	Abbreviation	Description/ Explanation
Development Management Plan	DMP	Forms part of the Council's development plan. It includes detailed policies and site allocations.
Dwellings per hectare	Dph	A measure of the density of housing development obtained by the number of dwellings by the site area (in hectares).
Environment Agency	EA	The Environment Agency is an executive non-departmental public body, sponsored by the Department for Environment, Food and Rural Affairs. They work to create better places for people and wildlife and support sustainable development.
Historic England	HE	Government advisors responsible for protecting and promoting all aspects of the historic environment.
Historic Parks and Gardens	HPG	Historic parks and gardens are an important heritage asset and also make an important visual/ landscape and cultural contribution to the borough. They can be either locally or nationally designated. Historic Parks and Gardens of Grade 1, II* or II are designated by Historic England.
Housing Density		The number of dwelling units per hectare on a site – see also dph
Industrial Estates		Employment areas designated in DMP Policies EMP1 and EMP2.

Full Name	Abbreviation	Description/ Explanation
Large Sites		Residential development of 10 units or more.
Local Centre		Areas providing shops, services and community facilities for local communities. Designated in DMP Policy RET2.
Local Development Scheme	LDS	A scheduled project plan setting out the timetable for the production and preparation of Local Development Documents.
Permitted Development	PD	Development granted consent on a national basis, including changes of use and minor extensions and alterations that can be implemented without the need to submit a full planning application to the local planning authority.
Previously Developed Land	PDL	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Full Name	Abbreviation	Description/ Explanation
Residential Areas of Special Character	RASC	Low density residential areas which retain a special character of substantial dwellings in spacious grounds of mature green landscaping.
Sites of Nature Conservation Importance	SNCI	Areas which are of county or regional wildlife value on account of their flora and fauna.
Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981 for their plants, animals, or geological and physiological features.
Small sites		Residential developments of less than 10 units.
Special Areas of Conservation	SAC	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites. Part of the Mole Gap to Reigate Escarpment Special Area of Conservation is within Reigate and Banstead Borough.
Supplementary Planning Document	SPD	A document that adds detail to policy in the development plan. They are capable of being a material consideration in planning decisions but are not part of the development plan.

Appendix 4: Regeneration Area Progress Update

Table 21 Redhill Regeneration Area Progress Update

Site	Update
Cromwell Road	<p>Planning permission 18/01158/F for 24 net units and a new commercial floorspace (for use class A1/ A2/ A3/ A5/ D1/ D2 uses) under construction. The existing commercial and residential units have been demolished. The site is being delivered by RBBC's Place Delivery team who have confirmed that works are likely to be completed by October/November 2021.</p>
Marketfield Way	<p>Planning permission 16/01066/F for 153 residential units, new cinema and flexible retail, restaurant and café units is under construction. Works commenced on site in January 2020 and the existing buildings on the site have been demolished. Construction is under way with the expected completion in summer 2022.</p>
Redhill Station	<p>Solum Regeneration, a partnership between Kier Property and Network Rail was granted planning permission (13/00848/F) in 2013 to redevelop Redhill station, improve the concourse, develop flats, an additional platform, and provide a new supermarket. It was anticipated that works would begin in 2016, however, Solum has since confirmed that it is considering a revised development proposal, for the site which would require a new planning application. Through the DMP, Solum promoted the site for redevelopment.</p> <p>Planning permission 17/02876/F for the demolition of the former Redhill Youth Association Hall. Planning permission is under construction for 50 residential units and a new community hall. The development is expected to complete in July 2021.</p> <p>Planning permission 16/02680/F for development of 133 apartments on the site of the former Liquid and Envy is nearing completion with few remaining units expected to complete in early 2021/22.</p>

Site	Update
Station Road	Planning permission 16/02680/F for development of 133 apartments on the site of the former Liquid and Envy is nearing completion with few remaining units expected to complete in late 2021/early 2022.
Warwick Quadrant	Planning permission 11/00212/F was granted in 2012 for a new Sainsbury's supermarket, hotel and gym. The development is now complete.
Sustainable travel	Junction modifications to accommodate Sainsbury's redevelopment and development of Redhill Station have been completed.

Table 22 Horley Regeneration Area Progress Update

Site	Update
Horley North East Sector	<p>Planning permission 04/01778/OUT was granted in 2006 for 600 dwellings, primary school, conversion of Tanyard Barn to a community hall and centre. Development was completed in 2016. 718 dwellings were completed in total including 60 extra care facilities at Anvil Court.</p>
Horley North West Sector	<p>Planning permission 04/02120/OUT was granted in 2014 for 1,510 market and affordable homes; a primary school; a community hall; local shops; sites for a place of worship, medical centre, pub/ restaurant and employment space; new open space; and play facilities. As of 31st March 2021, 837 dwellings had been completed.</p> <p>Planning permission 14/02124/F was granted in 2015 for 38 market homes. The site was completed in 2018.</p>
Town centre pedestrian area	<p>Works commenced in January 2019 for the refurbishment of Horley High Street including the creation of an attractive, safe space at the heart of the town centre that is better for events, alfresco eating and drinking and as a place to meet and relax. Works include resurfacing the pedestrian shopping area (known as Princess Precinct) between Victoria Road and Albert Road, new lighting, seating and planters, improved drainage and new loading bays for deliveries. It will also improve accessibility with level surfacing and safer crossing points, including dropped kerbs and tactile paving.</p>

Table 23 Merstham Regeneration Area Progress Update

Site	Update
Portland Drive	<p>Raven Housing Trust has obtained planning permission (13/02289/OUT) in 2014 to demolish the existing shops and flats to create 48 homes (a mixture of houses and flats).</p> <p>Further planning permission 18/00394/F was granted planning permission in 2018 to provide two additional dwellings.</p> <p>A number of the former tenants have relocated to either the former Triangle or Former Iron Horse sites. The development is currently under construction and is expected to complete in quarter 1 of 2021/22.</p>
Iron Horse	<p>Planning permission (14/00801/F) was granted in 2014 for the redevelopment of former Iron Horse public house to provide 4 A1/A2 retail units and 10 apartments above at first and second floor levels.</p> <p>Development was completed in 2016 and includes a number of former occupiers of Portland Drive.</p>
Triangle site	<p>Planning permission 14/00849/F for the development of a community hub and youth skills centre and four retail units with A3 and A5 use was granted in 2014.</p> <p>Development was completed in 2017 and includes a number of former occupiers of Portland Drive.</p>

Table 24 Preston Regeneration Area Progress Update

Site	Update
Merland Rise Recreation Ground	<p>Planning permission 13/00128/F for the erection of a new sports, community and youth centre was granted in 2013 for the demolition of the existing Tattenham Community Centre and construction of a new leisure and community centre with separately accessed youth centre. The £11million leisure centre opened in 2015.</p> <p>Planning permission 13/01729/OUT was granted in 2014 for the demolition of the existing buildings and erection of 130 new dwellings. The development was completed in 2018.</p>
De Burgh	<p>A revised planning permission 16/02949/F was granted for the construction of 229 dwellings in 2017. To date 140 dwellings have been completed.</p>
Preston Highway Improvements	<p>Works have been completed to provide new parking and bus facilities on Waterfield and twenty pairs of dropped crossing.</p> <p>Highway and parking improvements at Chetewode Road and Homefield Gardens were completed.</p>