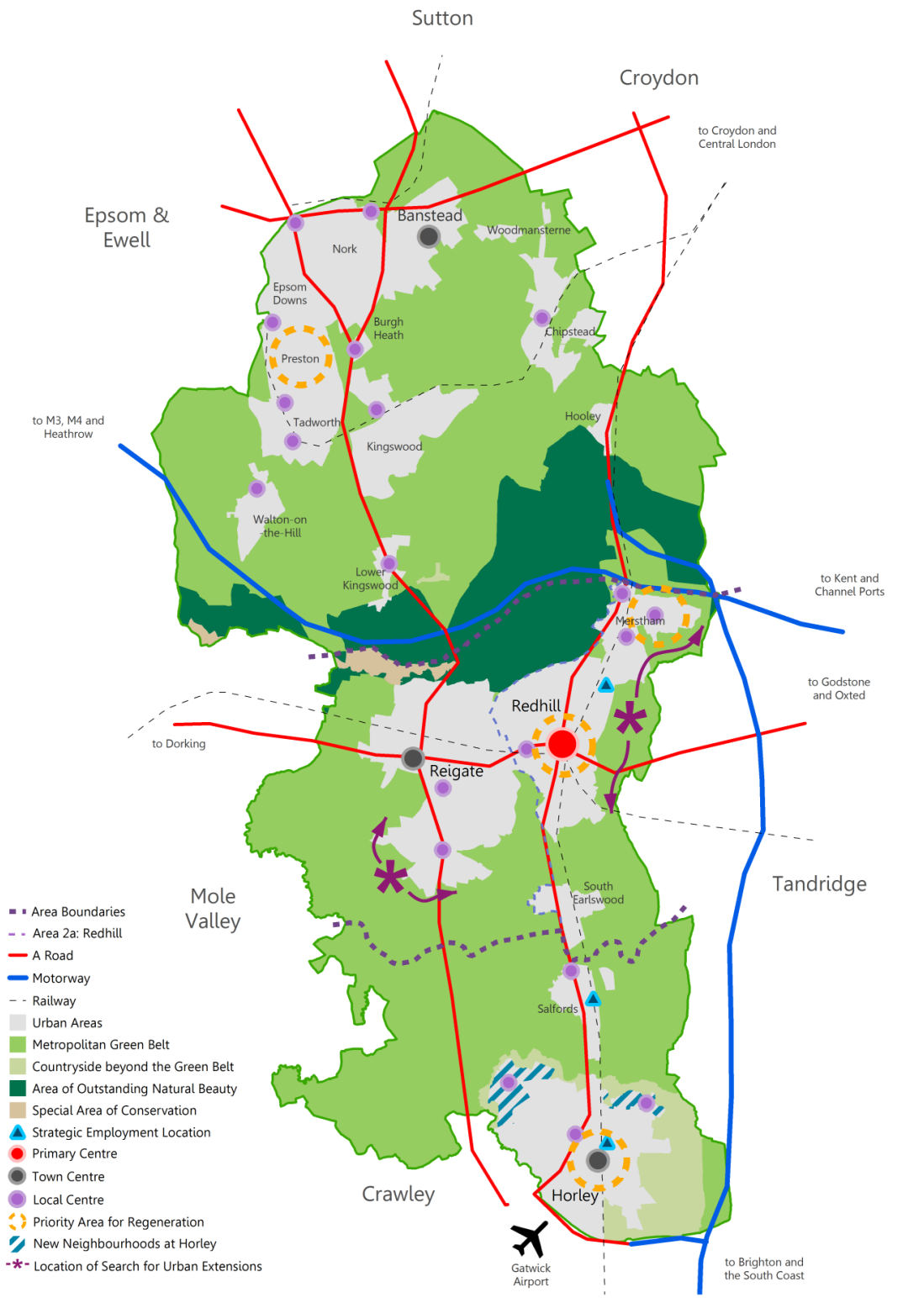




Environment and Sustainability Monitor

Data at 31 March 2023



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Figure 1 Map of the borough

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Please note:

While every care has been taken to ensure that the information in this monitor is accurate, the borough council accepts no responsibility for any errors or omissions. We would be grateful if our attention was drawn to any inaccuracies so that they might be corrected. Similarly, any suggestions that would make the information more useful would be gratefully received.

1. Introduction

The total extent of land protected in England through national and international protected areas, and through wider landscape designations, decreased slightly from 2022 to 2023, whilst for English seas to be protected in England, it has stayed the same. The total extent of England's land protected by 2023 was at 3.11%, a decrease of 0.11% from 2022, whilst the total extent of England's seas protected by 2023 stayed the same as in 2022, at 8%. (Wildlife and Countryside Link). These sites have been designated as protected areas due to their natural and cultural importance. They include areas such as Areas of Outstanding Natural Beauty, Marine Conservation Zones and Sites of Special Scientific Interest and are important as they allow the conservation and protection of landscapes and wildlife, provide opportunities for people to access green spaces and provide an environment to support people's livelihoods.

The range of biodiversity and quality of these areas is affected by development. National policy requires a 'presumption in favour of sustainable development': working proactively with applicants to secure development that improves the economic, social and environmental conditions of an area. Transport policies also play an important role in facilitating sustainable development but also in contributing to wider sustainability and health objectives: the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Developments that generate significant movement should also be located where the need to travel will be minimised and the use of sustainable transport modes maximised.

In November 2021, the Environment Act was enacted. The legislation seeks to improve air and water quality, tackle waste, increase recycling, halt the decline of species, and improve our natural environment. The Act provides the government with powers to set new binding targets, including for air quality, water, biodiversity and waste reduction, as well as setting out the legal framework for reforms to local authority waste and recycling services.

The Act includes measures for the establishment of a new environmental watchdog, the Office for Environmental Protection, which will hold the government and other public bodies to account and ensure that environmental laws are complied with. Secondary legislation is due shortly including on Biodiversity Net Gain for new development.

This monitor provides information on the natural environment and on transport accessibility levels in the borough for the period of 1st April 2022 - 31st March 2023. Its purpose 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.

1.1. Future Policy Developments

The Council has an up-to-date Local Plan:

The Core Strategy was formally adopted in July 2014 and was reviewed in accordance with Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) in July 2019. The Core Strategy details how much growth will take place across the borough between 2012 and 2027 and sets out the overarching strategic approach for delivering new development in the borough.

The Development Management Plan (DMP) was formally adopted in September 2019. It contains detailed policies relating to the management of employment and retail development and allocates sites for development across the borough.

1.2. Relevant Core Strategy and DMP Objectives

Table 1 Summary of relevant Core Strategy objectives

Core Strategy Objective	Objective
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 with sustainable locations within the existing build up area.
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.
SO4	To ensure that new and existing communities have easy access to green space; to respect 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.
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.
SO9	To ensure that the design of new development makes better use of the site, integrates effectively with its setting, promotes local distinctiveness, maximises accessibility and minimises the opportunities for crime.
SO10	To ensure that developments conserve natural resources, minimise greenhouse gas emissions, help to reduce waste and are adaptable to climate change.
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.

Table 2 Summary of relevant DMP objectives

DMP Objective	Objective
SC1	To ensure that new development makes the best use of land whilst also being well designed and protecting 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 area.
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 vehicles, 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 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.

DMP Objective	Objective
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.
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.

The [Core Strategy Monitoring Framework](#) provides detailed indicators to assess the progress of delivering these objectives. These are assessed as part of this report.

In April 2020, the Council adopted three updated Supplementary Planning Documents, including Barn and Farm Conversions, Historic Parks and Gardens, and Reigate Town Centre Shop Front Design. In June and September 2021, the Council adopted the Local Character and Distinctiveness Guide and the Climate Change and Sustainable Construction Supplementary Planning Documents respectively. These documents do not introduce new policy but provide guidance to support existing policies.

2. Natural Environment

The borough benefits from a rich and varied natural environment which includes a number of Sites of Special Scientific Interest, Sites of Nature Conservation Importance and Areas 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.

The Core Strategy recognises the importance of sustainable development to ensure that the natural environment is either protected or enhanced, or both. It plans to improve biodiversity through applying national legislation, to discharge its Biodiversity Duty and through implementing a Green Infrastructure Strategy and Action Plan, published in August 2017. In addition, the DMP policy NHE2: 'Protecting and enhancing biodiversity and areas of geological importance' seeks to encourage a net gain in biodiversity across the borough. The Habitats Regulations Assessment concluded that the growth planned in the Core Strategy would have no adverse impact on the integrity of the Natura 2000 sites.

2.1. Sites of Nature Conservation Importance

There are 53 Sites of Nature Conservation Importance (SNCI) within Reigate & Banstead (1,352ha). DMP Policy NHE2 states, that development likely to have an adverse effect upon any site designated as SNCI will only be granted where the need for, and benefit of, the development on that site clearly outweigh the impacts on nature and geological conservation features and community value and where it is demonstrated that adequate mitigation of, or as a last resort, compensation for, the impact of the development will be put in place. Within the

last twelve months the Council validated 27 applications for development within or adjacent to SNCIs. No applications were refused for reasons related to designation.

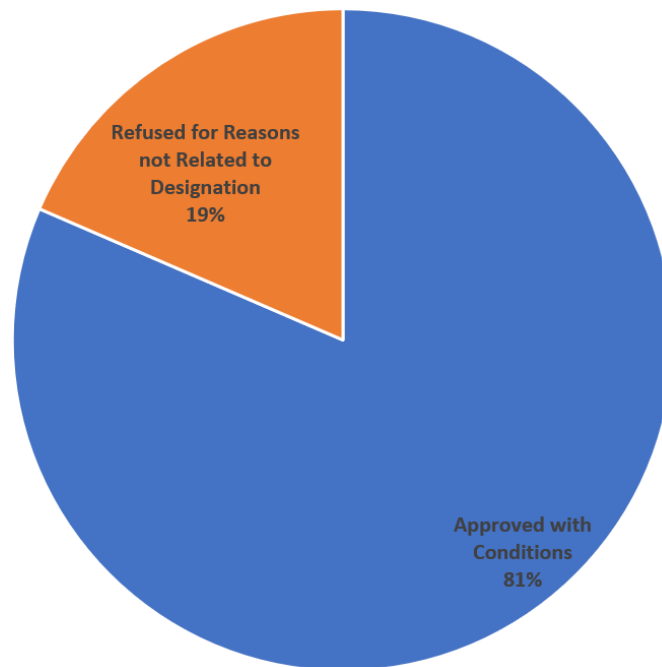


Figure 2 Planning permissions within or adjacent to SNCI

2.2. Sites of Special Scientific Interest

There are four designated Sites of Special Scientific Interest (SSSIs) within the borough: Banstead Downs, Chipstead Downs, Mole Gap to Reigate Escarpment and Reigate Heath. One further SSSI, Farthing Downs and Happy Valley, is located just across the border in Greater London. DMP Policy NHE2 states that development likely to have an adverse effect on the special interest features of a SSSI will only be permitted where it is demonstrated that the benefits of the development in that location clearly outweigh the impact on the special interest feature and on the national network of SSSI, and any impacts will be suitably mitigated. Within this monitoring period, the Council validated 2 applications for development within or adjacent to SSSIs. No application was refused for reasons related to designation.

Natural England assesses the condition of all sites to determine the quality of the special habitats and species. The table below shows that 96.4% of the borough's SSSIs are in a favourable or recovering condition; this is above the Department for Environment, Food and Rural Affairs target of 95%. Table 3 identifies the areas being in an unfavourable condition that are declining or have seen no change, which are located in Mole Gap to Reigate Escarpment and Reigate Heath, however these areas are very limited.

Table 3: Condition of units within Sites of Special Scientific Interest

Site	Favourable		Unfavourable - Recovering		Unfavourable – No Change		Unfavourable - Declining		Area of Favourable or Recovering		Total Area (Ha)
	Ha	%	Ha	%	Ha	%	Ha	%	Ha	%	
Banstead Downs	44	34.7	83	65.3	0	0.0	0	0.0	127	100.0	127
Chipstead Downs	120	76.0	38	24.0	0	0.0	0	0.0	158	100.0	158
Mole Gap to Reigate Escarpment	508	50.0	475	46.8	5	0.5	28	2.8	983	96.8	1,016
Reigate Heath	49	75.4	0	0.0	16	24.6	0	0.0	49	75.4	65
Total	721	52.8	596	43.6	21	1.5	28	2.0	1,317	96.4	1,366

2.3. Areas of Outstanding Natural Beauty

A large part of the higher North Downs is designated as Surrey Hills Area of Outstanding Natural Beauty (AONB). DMP Policy NHE1: 'Landscape protection' recognises the need to afford the AONB with the highest level of protection and for any development within or in a close proximity to the AONB to have regard to the Surrey Hills AONB Management Plan, guiding the management and enhancement of the area. The latest Surrey Hills AONB Management Plan for the period of 2020 - 2025 was adopted by RBBC in October 2019 and is a material consideration in determining planning applications.

The Council validated 19 applications for development within or adjacent to an AONB within this monitoring period. No applications were refused for reasons related to the designation.

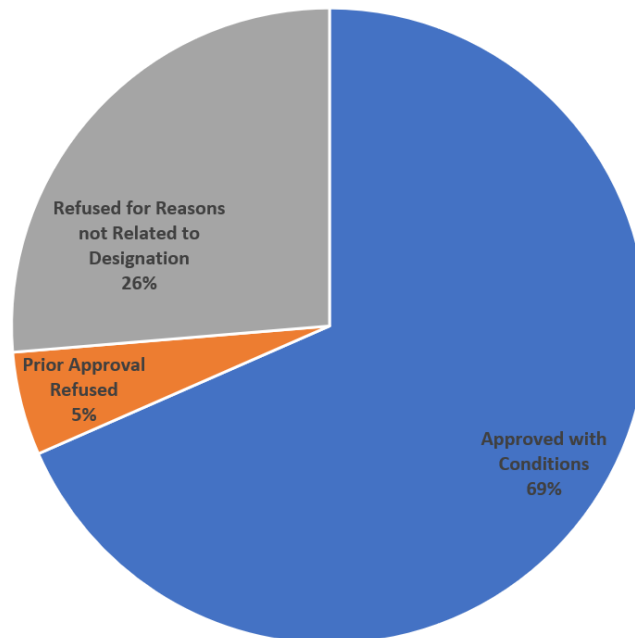


Figure 3 Planning permissions within or adjacent to AONB

2.4. Areas of Great Landscape Value

Large parts of the North Downs area outside the AONB are designated as an Area of Great Landscape Value (AGLV). This is a local designation across Surrey which recognises the quality of the landscape and the importance of these areas in buffering the AONB. DMP Policy NHE1 states that development within or adjacent to AGLV is to be governed by the same principles as the development within AONB until such a time as the Surrey Hills AONB Boundary Review is completed which may extend the AONB into land currently designated AGLV. Any AGLV remaining after the AONB Boundary Review will thereafter be treated as a

local landscape designation. In December 2020, Lord Gardener confirmed that Natural England will take forward the development of a programme of designation priorities in the coming year, and this will include the consideration of the Surrey Hills extension. In summer 2021 Natural England began work on the Surrey Hills Boundary Review following a Written Ministerial Statement on the 24th June 2021 which included reference to Natural England taking forward the government’s commitment to designate additional protected landscapes. Specialists were appointed to undertake the technical assessment of natural beauty. This involved desk based assessment, field surveys and a public call for evidence which was undertaken from December 2021 to January 2022. The information collected informed detailed technical assessments. These were submitted to the Natural England Board for approval to undertake a statutory and public consultation. The statutory consultation began on 7th March 2023 and will last until 13th June 2023. A number of sites have been identified in Reigate & Banstead for future inclusion in the Surrey Hills Area of Outstanding Natural Beauty. All of these sites are in the Area of Greater Landscape Value. The proposals will be assessed by officers and additional sites could be identified in the Council’s response.

The Council validated 66 applications for development within or adjoining the AGLV within this monitoring period. No applications were refused for reasons related to the designation.

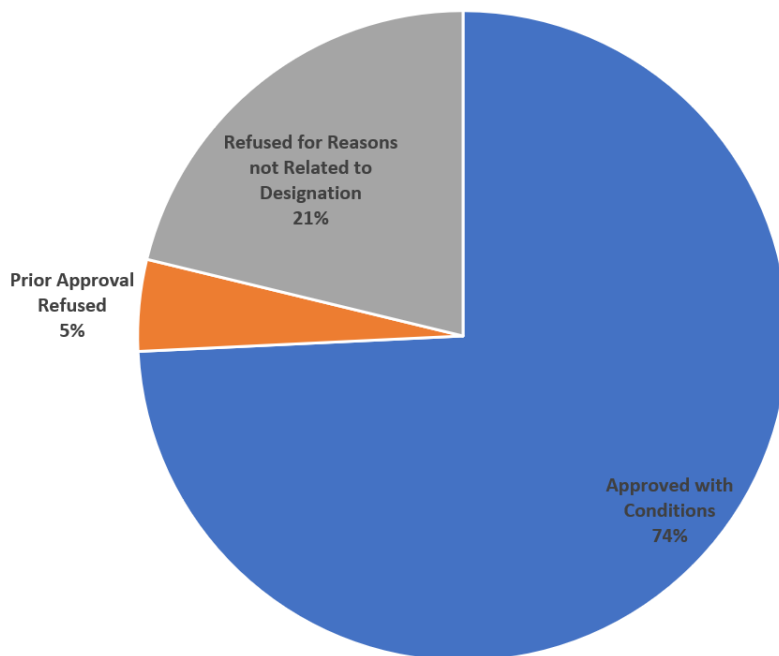


Figure 4 Planning permissions within or adjacent to AGLV

2.5. Green Belt

Green Belt Covers 69% of the borough (8,890ha). National policy sets out 5 key purposes which the Green Belt serves:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

National policy requires very special circumstances to be demonstrated for development which is inappropriate on Green Belt land. DMP Policy NHE5: 'Development within the Green Belt' provides additional clarity over how these circumstances will be interpreted and assessed locally. Following the adoption of the DMP, several changes have been made to the boundaries of the Green Belt, including inseting of land from the Green Belt, inclusion in the Green Belt of small, dispersed areas of housing, removal of sites suitable for traveller pitches and plots, and removal of sites for sustainable urban extensions.

Within this monitoring period, the Council validated 145 applications for development within or adjacent to Green Belt. Of these, 20 applications were refused for reasons related to Green Belt designation, all for representing inappropriate development within the Green Belt.

At the time of the publication of this monitor, none of these applications were allowed on appeal, and one has been dismissed.

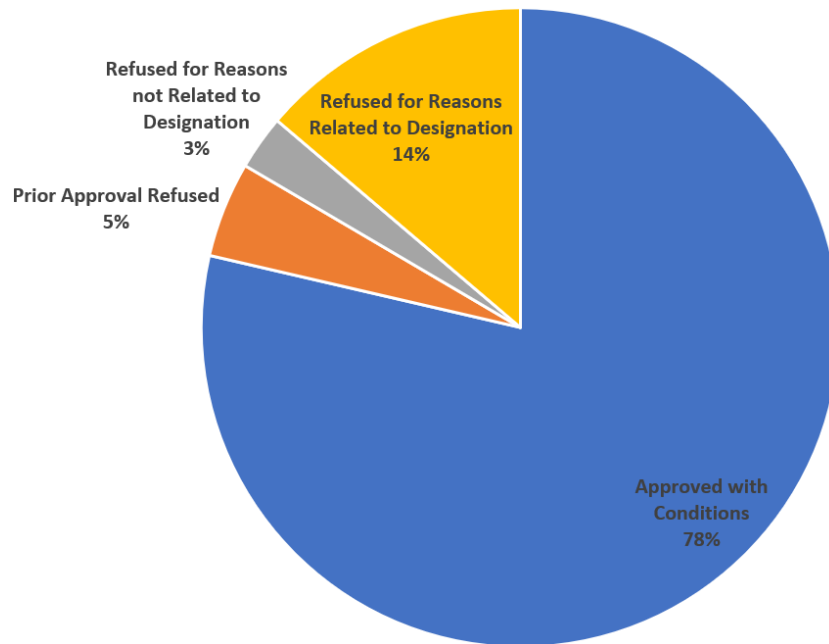


Figure 5 Planning permissions within or adjacent to Green Belt

Within this monitoring period, one new residential dwelling was granted planning permission on greenfield sites within the Green Belt. This application (22/01810/PAP3Q) was for the proposed change of use from an agricultural building to a residential dwelling. The application was approved with two specific conditions, with these being proof that the building was built post 2000, or to provide an intrusive pre-demolition and refurbishment asbestos survey, and if ground contamination is suspected or manifests itself, then no further development will be carried out until the developer has submitted an appropriate remediation strategy detailing how the contamination will be managed. No new permissions were granted within this monitoring period for non-residential floorspace in greenfield sites in the Green Belt.

Table 4 Residential and non-residential development on greenfield sites in the Green Belt (Excluding allocated sites)

Type of Development	2022	2023
Residential (gross)	0	1
Non-residential (gross)	445sqm	0sqm

In addition, within this monitoring period, planning permission was granted for 22 net new dwellings on brownfield sites in the Green Belt. Whilst the Core Strategy Monitoring Framework states that no additional homes or non-residential floorspace should be granted on brownfield sites in the Green Belt, Paragraph 145(q) of the revised NPPF states that limited infilling or the partial or complete redevelopment of previous developed land, whether redundant or in continuing use (excluding temporary buildings) is not inappropriate development in the Green Belt subject to a number of criteria. For non-residential floorspace permissions that were granted on brownfield sites in the Green Belt, there was a net decrease of 6,266sqm.

Table 5 Residential and non-residential development on brownfield sites in the Green Belt (Excluding allocated sites)

Type of Development	2022	2023
Residential (net)	31	22
Non-residential (net)	-4,679sqm	-6,266sqm

2.6. Urban Open Space

Urban Open Space (UOS) contributes to quality of life and visual amenity of communities. It includes all open space of public value including formal sports pitches, open areas within developments, linear corridors and country parks.

The Core Strategy planned for a review of land designated as Urban Open Space to inform the DMP. This review resulted in changes of designated land within the adopted DMP as some areas were designated and some de-designated. DMP Policy OSR1: ‘Urban open space’ ensures that open spaces will continue to be given an appropriate level of protection in recognition of their public value for visual amenity, sports and recreation.

Within this monitoring period, no applications were validated by the Council for development within or adjacent to Urban Open Space.

DMP Policies OSR1, OSR2 and OSR3 seek to protect the most valuable open space within the urban areas, require the provision of new open space as part of new developments, and where appropriate, permit new outdoor sports provision.

DMP Policy OSR1 states that any development which intends to complement and enhance the value and use of Urban Open Space will be looked upon favourably, providing that the predominant open character of the space is maintained. Any development which would result in the full or partial loss of designated Urban Open Space will only be permitted in exceptional circumstances.

As can be seen in Table 6 below, no new residential and non-residential permissions resulted in the loss of urban open space within the past twelve months.

Table 6 Number of residential and non-residential permissions that resulted in the loss of urban open space

Residential	Non-residential
0	0

With regards to DMP Policy OSR2, large housing developments are required to make suitable provision for public open space, sport and recreational facilities, in accordance with specific criteria. One new housing permission within the last twelve months were required to provide urban open space as part of the development.

2.7. Further Information

Further information can be found on the [Environmental](#) and [Nature Conservation](#) webpages of the Council's website and [Natural England's](#) website.

3. Cultural and Built Heritage

Reigate & Banstead has a rich and varied historic environment, which plays a key role in defining the distinctive character and individuality of the borough. Heritage assets within the borough include National and Locally Listed Buildings, Conservation Areas, Scheduled Monuments and Historic Parks and Gardens. In both urban and rural parts of the borough, historic features play an important role in defining the local sense of place, character and distinctiveness. In addition to being of value in their own right and helping to create a unique historic environment, heritage also brings associated social, cultural, economic and environmental benefits to the borough, making valuable contribution to its vitality.

As a local Planning Authority and landowner, the Council has a duty to care for the historic environment and the assets it contains. This is increasingly important in light of the development pressures in the borough. DMP Policy NHE9: 'Heritage Assets' requires development to protect, preserve, and whenever possible enhance the borough's designated and non-designated heritage assets and historic environment including special features, area character or settings of statutory and locally listed buildings.

3.1. Conservation Areas

Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to protect or enhance. The designation recognises the need to protect the overall character of the area rather than listing individual buildings. DMP Policy NHE9 states that proposals affecting a Conservation Area must preserve, and where possible, enhance the Conservation Area, paying particular regard to those elements that make positive contribution to the character of the Conservation Area and its setting, and the special architectural or historic interest of the area.

Detailed Conservation Areas Character Appraisals are currently being prepared by the Council and drafts can be found on the [RBBC website](#).

Within this monitoring period, the Council validated 107 applications for development within or adjacent to Conservation Areas. Of these, 10 were refused for having an unacceptable impact on the character or appearance of the Conservation Area. At the time of the monitor publication, none of the 13 applications refused by the Council for their impact on Conservation Area were allowed on appeal, with one being dismissed.

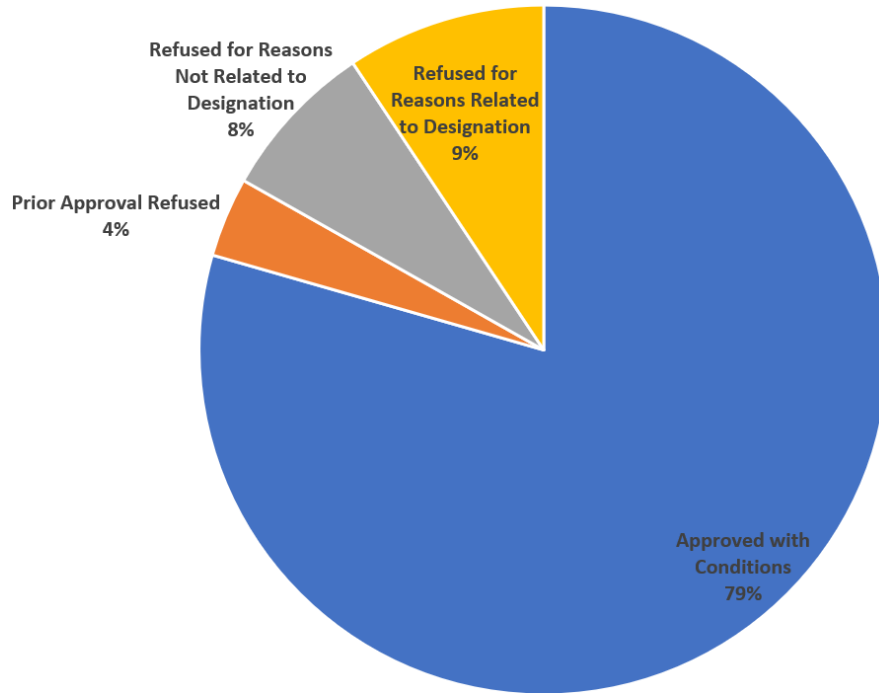


Figure 6 Planning permissions within or adjacent to Conservation Areas

3.2. Listed Buildings

Statutory Listed Buildings are designated by the Department for Culture, Media and Sport under the advice of Historic England. They are buildings, objects or structures that have been judged to be of national historic or architectural interest. There are 451 listed buildings within the borough; they range from coal tax posts and cattle throughs to Grade I Listed Churches.

DMP Policy NHE9 states that any proposal which would result in harm to or total loss of a designated heritage asset or its setting will not be supported unless a clear and convincing justification is provided. Substantial harm to, or loss of, Grade II assets will be treated as exceptional and substantial harm to, or loss of, Grade I or II* assets will be treated as wholly exceptional.

The Council validated 18 applications for development of or adjacent to Statutory Listed Buildings within this monitoring period. Of these, one was refused as a result of their perceived adverse impact on a listed building(s). Over the past year, there were no cases of schemes refused by the Council for their impact on Statutory Listed Buildings being subsequently allowed at appeal.

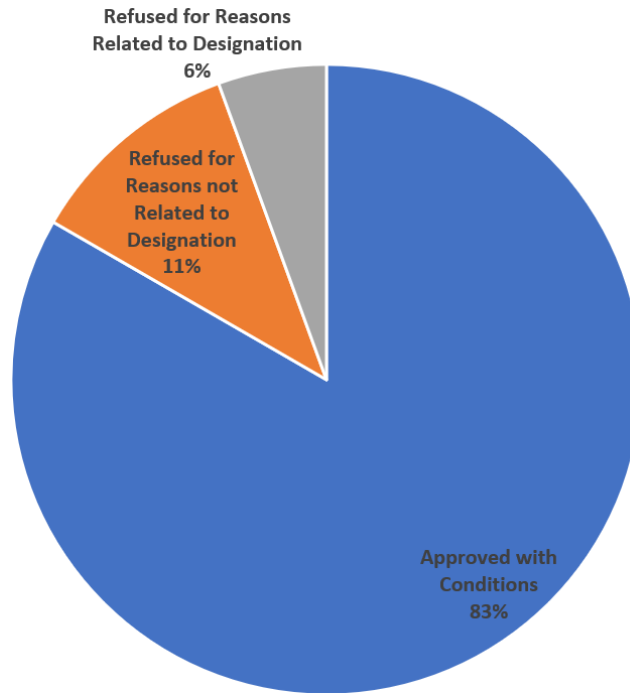


Figure 7 Planning permissions within or adjacent to Statutory Listed Buildings

There are also 634 Locally Listed Buildings within the borough; these are buildings which have been identified by the Council as structures of local architectural or historic interest, or both. Examples include Quarry Cottages, Reigate Hill and White Cottage, Merstham. DMP Policy NHE9 states that in considering proposals that directly or indirectly affect non-designated heritage assets, the Council will give weight to the conservation of the asset and will take a balanced judgement having regard to the extent of harm or loss and the significance of the asset.

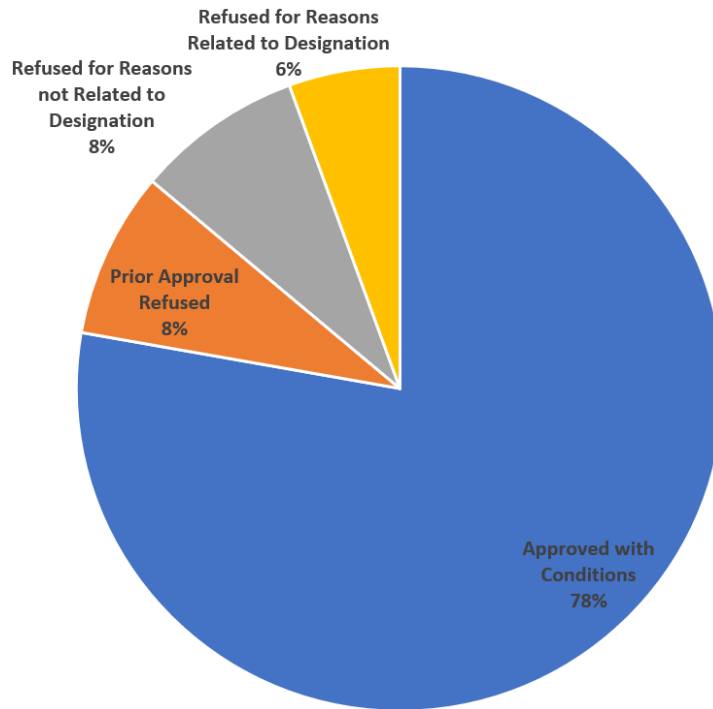


Figure 8 Planning permissions within or adjacent to Locally Listed Buildings

Within this monitoring period, the Council validated 36 applications for development of or adjacent to Locally Listed Buildings, two of which were refused for their potential impact on Locally Listed Buildings. As with Statutory Listed Buildings, none of those refusals have been overturned at appeal over the past year.

3.3. Historic Parks and Gardens

Historic parks and gardens are important heritage assets, and also make important visual, landscape and cultural contribution to the borough. It is important that such heritage assets are protected, and that they are treated in accordance with the character and significance of their grading. DMP Policy NHE9 states that development within or affecting the setting of a historic park or garden will be required to avoid subdivision, retain or restore features of historic or architectural interest, including trees, other distinctive planting and hard landscaping and garden features and where relevant, be accompanied by an appropriate management plan.

Over the past year, the Council validated 24 applications for development within or adjacent to Historic Parks and Gardens. Of these, one has been refused for their potential impact on a Historic Park and Garden. At the time of the publication of the monitor, none of those refusals have been overturned at appeal over the past year.

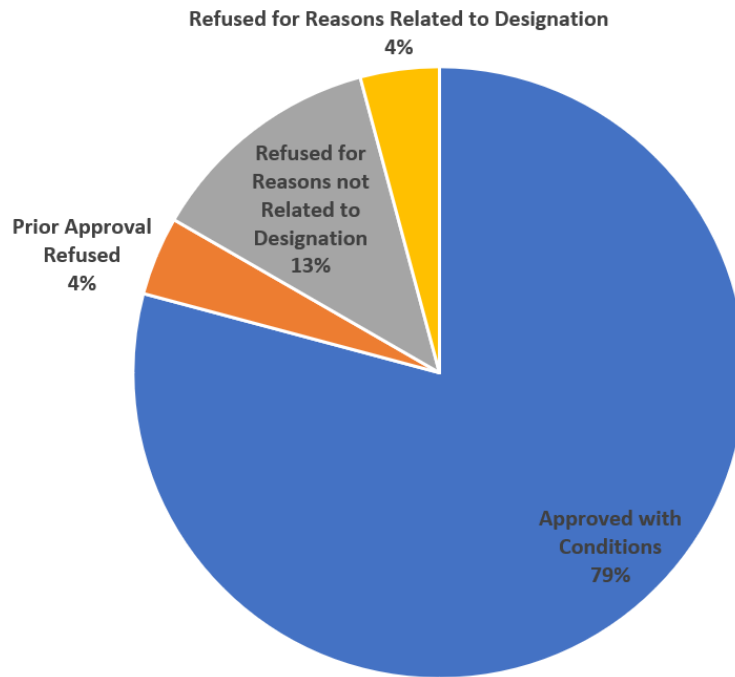


Figure 9 Planning permissions within or adjacent to Historic Parks and Gardens

3.4. Areas of Archaeological Importance

No applications were validated for development within or adjacent to Areas of Archaeological Importance within this monitoring period.

3.5. Areas of Archaeological Potential

No applications were validated for development within or adjacent to Areas of Archaeological Potential within this monitoring period.

3.6. Ancient Monuments

Within this monitoring period, the Council validated three applications for development adjacent to an Ancient Monument. None of these applications have been refused for their potential impact on the Ancient Monument.

3.7. Valued Townscapes and the Historic Environment

Within this monitoring period, there have been no loss of statutory and locally listed buildings and no planning applications have been granted contrary to Historic England advice.

Whilst there has not been a reduction in the number of heritage assets on the ‘at risk register’, there remains one heritage asset ‘at risk’.

Table 7 Valued townscapes and the historic environment

Indicator	2022	2023
Planning permissions granted contrary to Historic England advice	0	0
Loss of statutory and locally listed buildings	0	0
Number of heritage assets on the ‘at risk register’	1	1

3.8. Further Information

Further information can be found on the [Conservation](#) and [Listed Buildings](#) webpages of the Council’s website and [Historic England’s](#) webpages.

4. Sustainable Development

The Council in accordance with National Planning Policy Framework applies the principles of ‘presumption in favour of sustainable development’: it will work proactively with applicants to secure development that improves the economic, social and environmental conditions of an area.

In order to do this, the Core Strategy requires new development to make efficient use of land, giving priority to previously developed land; be of an appropriate density; contribute to creation of neighbourhoods which are supported by effective services, infrastructure and transport; and protect and enhance the green fabric.

Core Strategy Policy CS10 (Sustainable Development) is implemented through detailed policies in the Development Management Plan; using the Strategic Flood Risk Assessment (SFRA) to inform site allocations and flood risk assessments for specific development proposals; and through the 2017 Green Infrastructure Strategy and its Action Plan. The Council has also adopted its Environmental Sustainability Strategy and Action Plan in summer 2020, whilst Surrey’s Climate Change Strategy, adopted in April 2020, committed to becoming net zero carbon by 2050. This was further supplemented with the adoption of the Local Character and Distinctiveness Guide to support sustainable development in June 2021, and the Climate Change and Sustainable Construction Supplementary Planning Document in September 2021.

4.1. Positive Approach to Planning

To promote sustainable development and help shape appropriate development proposals, the Council offers a pre-application service to applicants.

Core Strategy Policy CS1 seeks to work proactively with developers through development proposals to improve the borough’s sustainability. This is measured through an increase in the use of the pre-application process as a way of managing and shaping development proposals at the earliest opportunity. Within the last twelve months, the Council received 253 pre-application requests. This was an 8.1% increase in the number of pre-application requests received from the previous monitoring period (234). When compared to the total number of applications received, pre-applications represent 19.6% of all applications received within this monitoring period (compared to 14.2% within the previous year). The

number of applications received in the year (1,290) was down on the number of applications received from the previous year (1,651).

In order to ensure a presumption in favour of sustainable development, a performance indicator for Core Strategy Policy CS1 monitors decisions to be made in a timely manner. For this monitoring period, 90% of major developments and 84% of non-major developments were determined in a timely manner (respectively less than 13 weeks and less than 8 weeks). This is above both the Government and the Council targets and also above the national average.

4.2. Previously Developed Land

The Core Strategy promotes the use of previously developed land (PDL) in order to promote sustainable development.

Within the last twelve months, 65.4% of residential dwellings were built on PDL, which is above the Core Strategy monitoring target of at least 50%, and slightly above last year's monitoring figure of 63.4%. It should be noted that high proportion of completions on land not previously developed comes from a major development at Horley North West Sector which is a major site allocation in the former Borough Local Plan (1,510 dwellings) and was previously greenfield land. In addition, 100.0% of the retail and employment floorspace completed within the past year was on previously developed land. This is above the Core Strategy monitoring target of 90.0%.

Table 8: New dwellings built on Previously Developed Land

PDL	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23
Dwellings on PDL	360	149	303	438	418	253	219	266	655	499	397
% on PDL	69.4	31.4	61.8	68.7	69.2	43.9	39.0	52.6	79.4	63.4	65.4

In order to continue to deliver housing on previously developed land, in accordance with the Core Strategy 'urban areas first approach' the Council will continue to be proactive in identifying additional previously developed sites through the Housing and Economic Land Availability Assessment (HELAA) and working with landowners to bring them forward for development. Through the DMP process, a number of sites were released from the Green

Belt for sustainable urban extensions to accommodate additional housing required to deliver the housing targets set out in the Core Strategy. To maintain the Council's 'urban areas first approach', these will only be released when the Council is unable to demonstrate that it can maintain a five year land supply over the next year and subsequent year. DMP Policy MLS1: 'Managing land supply' sets out clear and robust mechanisms for the release of urban extensions sites, ensuring the Council is able to respond effectively and decisively to evidence of a current or future shortfall in the five year land supply in a plan-led manner.

4.3. Flooding

Flood risk affects a number of areas within the borough, including key regeneration areas, and in these areas is a key consideration for new developments. DMP Policy CCF2: 'Flood risk' ensures that whilst there is a need to make best use of land in the borough, this is balanced with the need to ensure new development is designed safely and will not worsen the risk of flooding for others.

Between April 2022 and March 2023, 52 applications were validated by the Council for development within or adjacent to Flood Zone 2. The majority of applications were approved with conditions; however, one application was refused as they failed to demonstrate that the scheme would not aggravate flooding on the site and within the locality of the site. See Figure 10 for details.

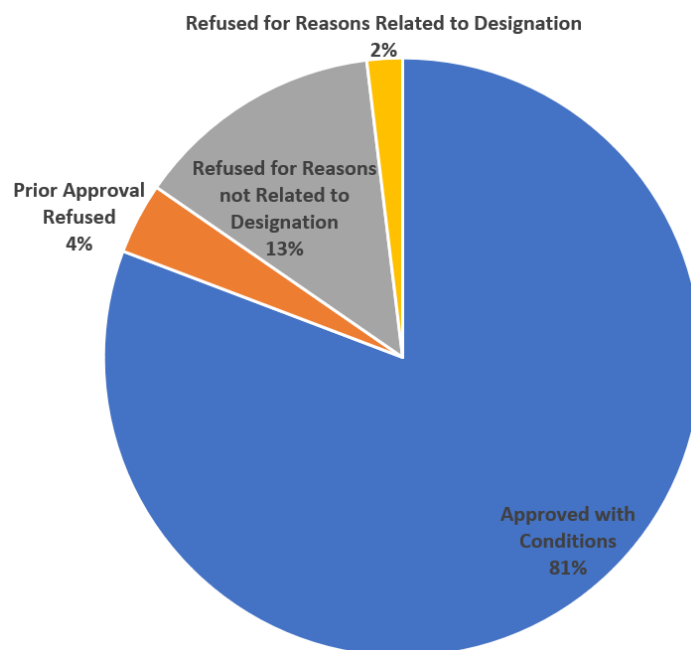


Figure 10 Planning permissions within or adjacent to Flood Zone 2

Within this monitoring period, the Council also determined 17 applications for development within or adjacent to Flood Zone 3. None of these applications were refused for reasons related to flooding. See Figure 11 for details.

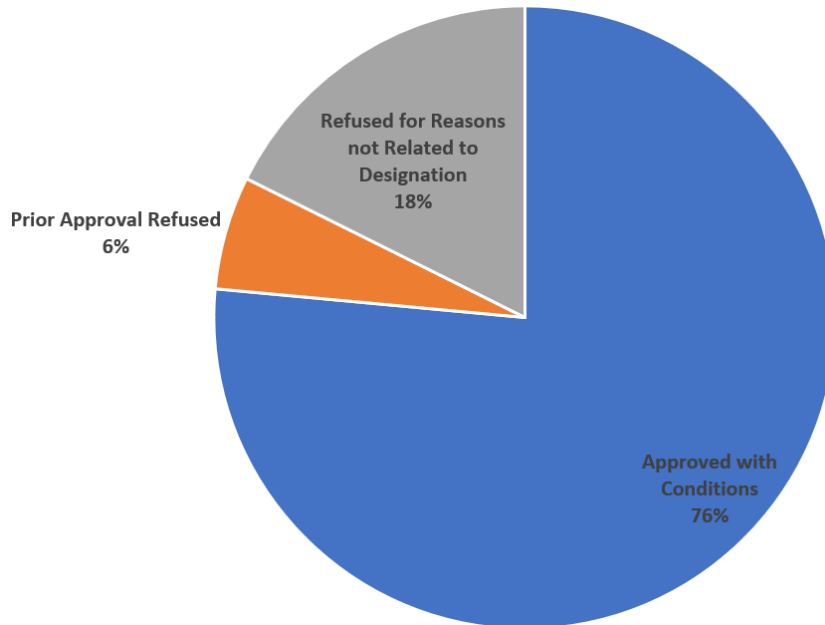


Figure 11 Planning permissions within or adjacent to Flood Zone 3

Core Strategy Policy CS10 says that no new developments should be permitted which are contrary to Environmental Agency advice. As per the previous monitoring period, no planning applications within Flood Zone 3, validated over the past year, were contrary to Environmental Agency advice. Going forward the Council will continue to work closely with the Environment Agency on individual proposals and through the plan-making process.

There has been a decrease in the number of additional dwellings permitted in areas of flood risk (excluding Redhill town centre). All of these dwellings were permitted on previously developed land. The majority of these dwellings that were permitted came from the development at 50 Haroldsea Drive (38).

Table 9 Number of additional dwellings permitted in areas of flood risk (Excluding Redhill Town Centre)

2022	2023
92	49

4.4. Air Quality and Emissions

Strategic Objectives SO1, SO10 and SO14 of the Core Strategy plan for air quality to be managed effectively. Good air quality is vital for human and environmental health and is a key indicator for quality of life and sustainable development measures. Air quality in the South East is generally good, although unacceptably high levels of pollution do occur. Due to the fact that the borough hosts several major roads (e.g. M25, M23, A25 and A217) road traffic emissions are a significant contributor to air pollution. Gatwick airport, which is both a major national generator of car journeys and aviation trips, also impacts upon air quality in the south of the borough.

In most areas of the borough, air pollution is significantly below Government limits for all pollutants. However, there are some problem areas. In order to manage these, the borough has nine Air Quality Management Areas (AQMAs).

Well designed development must consider the surrounding environment. This includes both the impact of that development on the surrounding area, properties and residents, but also the impact of the environment on that development. DMP Policy DES9: 'Pollution and contaminated land' states, that development will only be permitted where it can be demonstrated, that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural or built environment, amenity or health and safety due to fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution. Where there would be potential adverse effects from pollution and adequate mitigation cannot be provided, development will not normally be permitted. The policy applies borough-wide but particular attention should be paid in AQMAs and noise contours associated with Gatwick Airport.

Whilst the Council and adjoining local authorities encourage the expansion of the airport within agreed limits, it is important to minimise the environmental impacts. As part of this policy, the Council monitors the concentration of nitrogen dioxide (NO₂) at a series of sites in the vicinity of the airport.

As can be seen from Figure 12, data from the two stations closest to Gatwick Airport shows that the concentration of nitrogen dioxide remains below the 2006 baseline level. Passenger numbers at Gatwick fell to 10.2 million in 2020 due to COVID, and further still in 2021 to 6.3 million (compared to 46.6 million in 2019) while aircraft movements (flights arriving and

leaving) fell to 80,161 in 2020 and 55,817 in 2021 (compared to 284,987 in 2019). In 2022 aircraft movements recovered to 217,622 movements and passenger numbers to 32.8 million.

The overall fall in pollution in the vicinity of the airport since 2007 reflects a combination of the significant changes in the aircraft fleet and on airport operational practices post 2007, and the impact of the recession on the airport, however by 2015 all of the air quality improvement was due to non-airport sources with the pollution component from the airport back to levels previously seen pre-recession. While the fall in 2020 and 2021 reflects the impact of lock down measures on local road and international air travel.

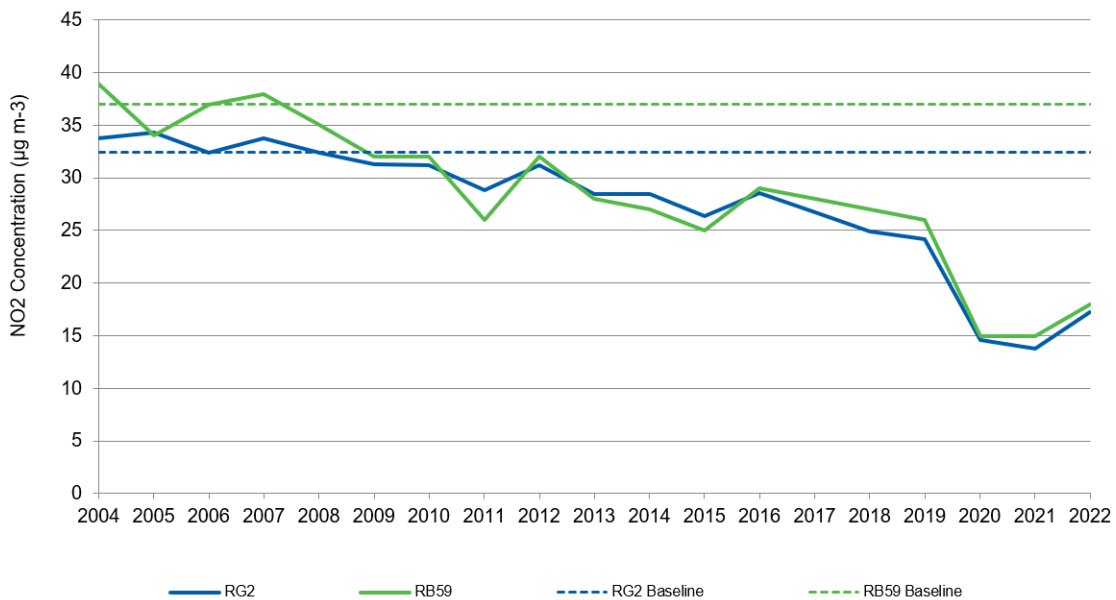


Figure 12 NO2 levels at Horley monitoring stations

As can be seen in Table 10, the most recent data shows an increase in emission levels at both of Horley’s existing RG2 and RB59 AQMA monitoring stations compared to the previous monitoring period.

Table 10 Emission levels at Horley’s existing AQMA monitoring stations

Horley AQMAs	2022 (2021 Data)	2023 (2022 Data)
RG2	13.8 µg m-3	17.2 µg m-3
RB59	15 µg m-3	18 µg m-3

In addition to the main monitoring stations associated with Gatwick Airport, the table below shows the concentrations recorded at other monitoring stations in the borough compared to the 2006 baseline. The national / EU limit value for annual average nitrogen dioxide concentrations is $40\mu\text{g m}^{-3}$, although it is worth noting that the revised (2021) WHO guideline value is $10\mu\text{g m}^{-3}$.

Due to COVID restrictions all of the borough’s nine air quality management areas have seen an improvement in air quality compared to 2019.

Table 11: NO2 levels at other monitoring stations

AQMA Name	Station	3yr Rolling Mean Nitrogen Dioxide Concentration ($\mu\text{g m}^{-3}$)	
		2006	2022 (2019)
M25	RB39	32	17 (23)
A217/Blackhorse Lane	RB49	60	26 (39)
Drift Bridge	RB21	48	24 (33)
Reigate High Street	RB47	50	26 (34)
Merstham High Street	RB20	43	23 (31)
Reigate Hill	RB125	43*	25 (33)
Redhill	RB140	30*	19 (24)
Hooley	RB136	61	35 (45)

* data relates to 2011 figures

* data relates to 2012 figures

Note the three year rolling average is used to minimise the impact of year to year changes due to the weather. However the impact of COVID in 2020 and 2021 means that the first ‘true’ comparison to 2019 using this approach will be in 2024.

4.5. Carbon Dioxide Emissions

Surrey County Council declared a climate emergency in 2019, and subsequently produced the Climate Change Strategy 2020 to help tackle the issues of climate change within Surrey. By 2050, the ambition is to become a net zero carbon county, as stated in the Climate Change Strategy.

The table below shows that there has been an increase in carbon dioxide emissions from 2020 to 2021 in Reigate and Banstead, Surrey, and England (1.4%, 6.5%, and 6.0% increase respectively), the first increase recorded since 2011 to 2012. This could most likely be due to the relaxation of Covid-19 lockdown restrictions during this period, as well as people returning to work and travelling more.

Table 12: Total carbon dioxide emissions (kt)

Year	England	Surrey	RBBC
2005	434,547	8,609	1,069
2006	432,659	8,576	1,063
2007	423,047	8,450	1,043
2008	411,805	8,386	1,016
2009	372,231	7,777	941
2010	384,734	8,037	973
2011	353,070	7,507	906
2012	371,060	7,723	939
2013	361,945	7,513	918
2014	329,795	6,872	844

Year	England	Surrey	RBBC
2015	319,320	6,727	824
2016	300,445	6,425	788
2017	290,233	6,073	742
2018	286,989	6,016	736
2019	276,090	5,725	705
2020	245,713	5,077	637
2021	260,428	5,406	646

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

Specifically, in terms of domestic carbon dioxide emissions per capita, Figure 13 below shows that Reigate & Banstead has similar domestic carbon dioxide emissions per person to Surrey and that these are much higher than the average for England.

Whilst the graph below shows a slight increase between 2009 and 2010, and 2011 and 2012, it shows that overall, since 2005, Reigate & Banstead, Surrey and England have all seen falls in their domestic per capita carbon dioxide emissions. However, the past year between 2020 and 2021 shows the first increase in domestic per capita carbon dioxide emissions since

2011 and 2012.

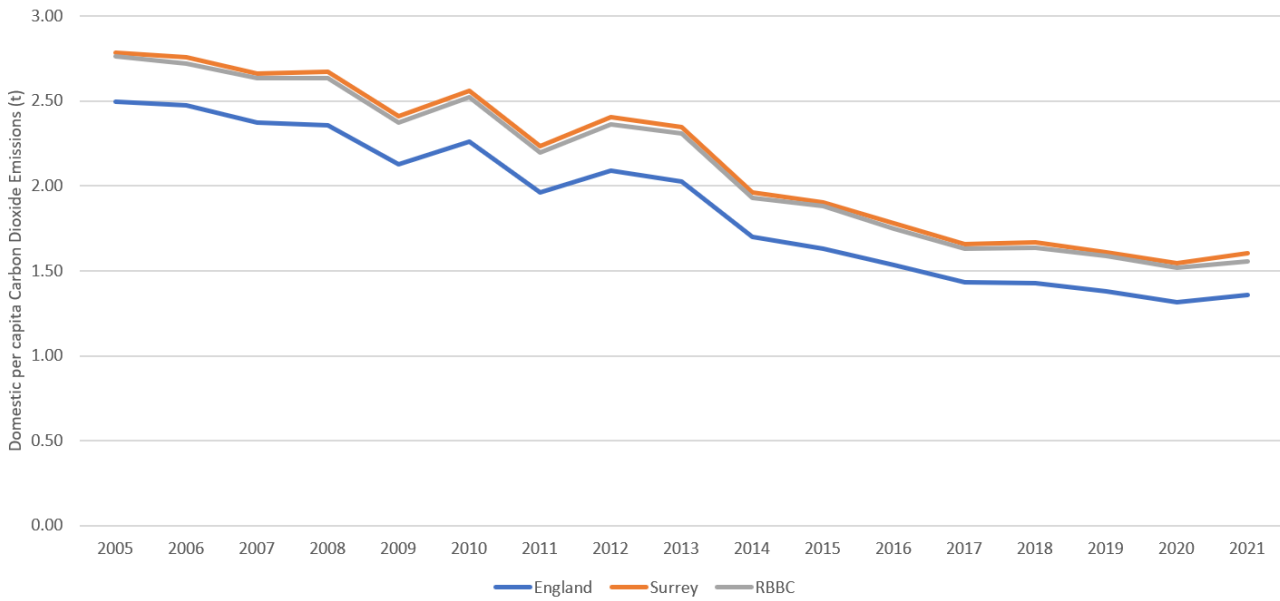


Figure 13 Domestic per capita carbon dioxide emissions (t)

Conversely, in terms of commercial and industrial carbon dioxide emissions per capita, Figure 14 below shows that both Surrey and Reigate & Banstead produced considerably less emissions per capita compared to England on average. Overall, all three indicators generally show a fall in their commercial per capita carbon dioxide emissions, with the gap between England and county and borough levels slowly closing overtime. Levels of commercial and industrial carbon dioxide emissions per capita in England Surrey continued to increase during this monitoring period, however the levels for Reigate and Banstead continued to decrease.

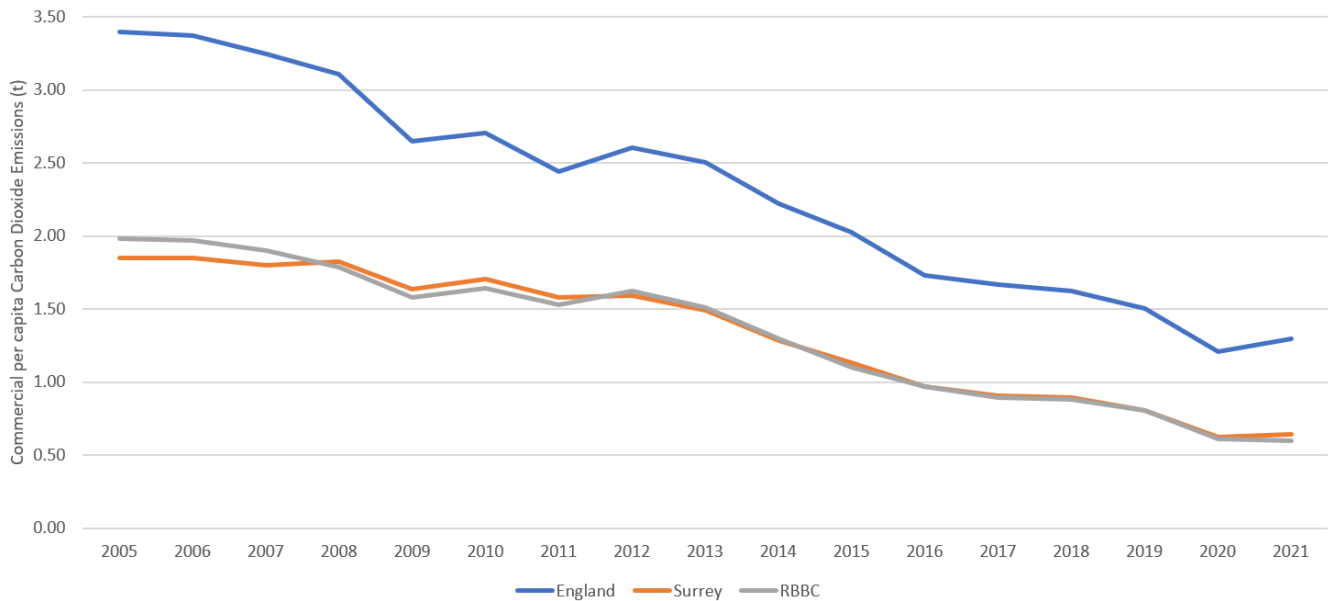


Figure 14 Commercial per capita carbon dioxide emissions (t)

4.6. High Speed Broadband

DMP Policy INF3 requires new developments to be provided with necessary infrastructure to facilitate connection to a high speed and reliable broadband.

Within this monitoring period, 73.9% of permissions granted for new residential developments have had the provision of high speed broadband connection secured by a condition. The majority of permissions that did not have the provision of high speed broadband connection secured by a condition came from permitted development.

4.7. National Space Standards

All new residential development must meet the relevant nationally described internal space standard for each individual unit as a minimum, according to DMP Policy DES5.

The Council does not always have information on the compliance with the nationally described internal space standards for each development readily available. However, the majority (90.2%) of permissions granted for new residential development within this monitoring period have been proven to meet or exceed the national described space standards.

4.8. Household and Non-Household Waste

The latest data available from the Department for Environment, Food and Rural Affairs shows that within 2021-22, 55,903 tonnes of domestic waste and 2,558 tonnes of non-domestic waste was collected from Reigate & Banstead borough, as seen in Figure 15 below. There was an increase in both domestic and non-domestic waste collection from the previous monitoring period.

Of the collected waste, 55.6% of household and 5.1% of non-household waste was sent for recycling. Both the levels for collected household and non-household waste sent for recycling have increased from the previous monitoring period.

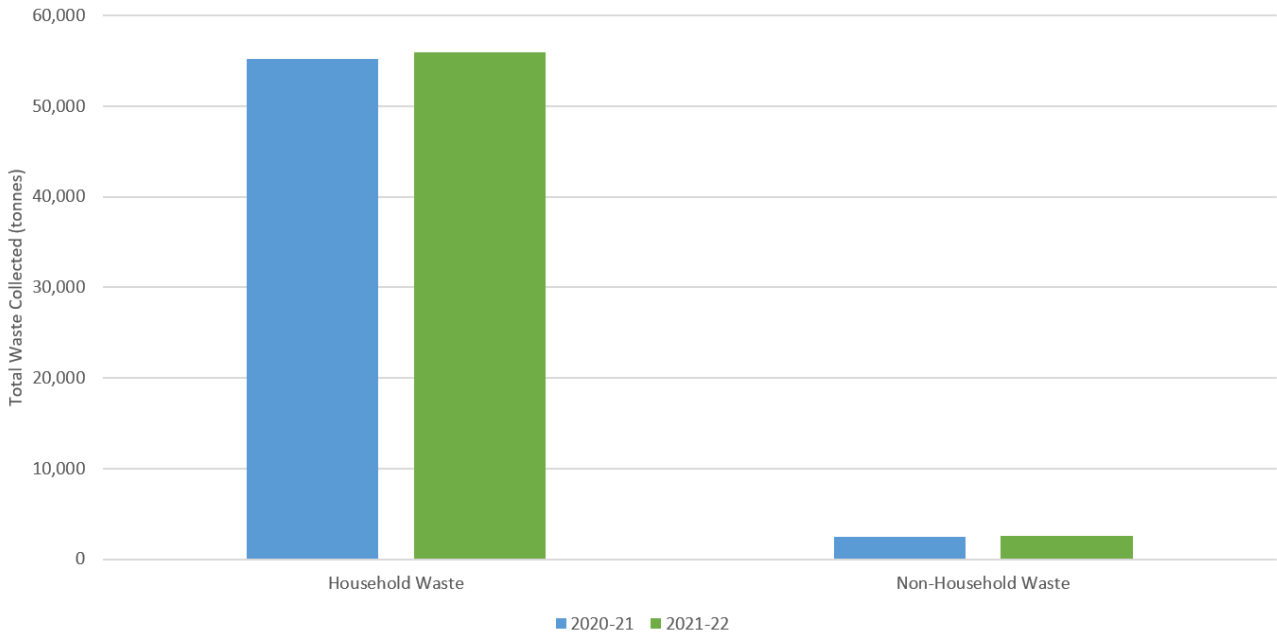


Figure 15 Household and non-household waste collected (t)

Core Strategy Strategic Objectives SO1 and SO10 aim for no increase in the amount of waste and carbon dioxide produced by business and households over the plan period. DMP Policy CCF1: ‘Climate change mitigation’ requires both residential and non-residential development to aim for high standards of energy efficiency and the inclusion of renewable energy technologies, while providing flexibility and choice to ensure new developments can remain viable.

The latest data in Figure 16 shows that for the first time since 2018-2019, there has been a decrease from the previous monitoring period in levels of household waste per capita

collected. Levels are still above the Core Strategy baseline figure of 362kg.

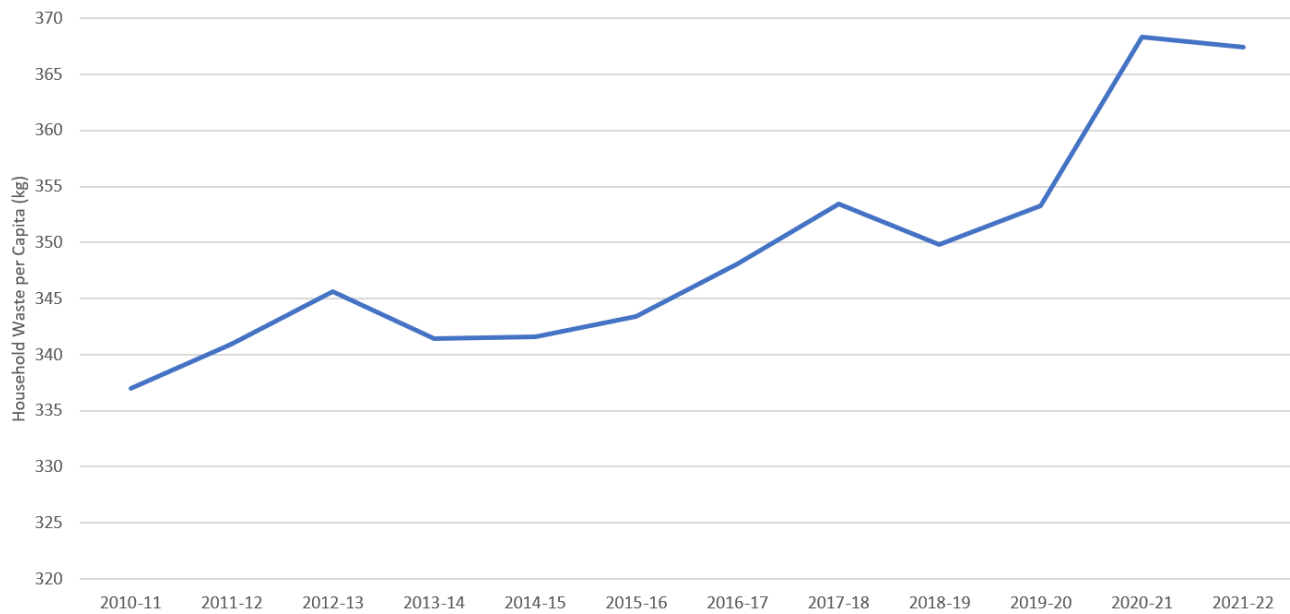


Figure 16 Household waste per capita collected (kg)

4.9. Renewable Energy

In line with DMP Policy CCF1, new residential development must meet the national water efficiency standard of 110 litres per person per day, as well as achieve no less than a 19% improvement in the Dwelling Emission Rate over the Target Emission Rate as defined in Part L1A of the 2013 Building Regulations. Non-residential developments of 1,000sqm or more of gross floorspace should include renewable or low-carbon energy generation to provide 10% of the expected energy usage of the development, unless it can be demonstrated not to be viable.

As can be seen in Table 13 below, 73.9% of permissions for new residential development granted within this monitoring period have complied with the targets specified in DMP Policy CCF1. For new non-residential development of 1,000sqm or more, two permissions (100.0%) were providing measures for renewable or low carbon energy generation in line with the requirements of DMP Policy CCF1.

Table 13 Renewable Energy Compliance

Residential	Non-residential
73.9%	100.0%

4.10. Active Lifestyles

DMP Policies OSR1, OSR2 and OSR3 seek to protect the most valuable open space within the urban areas, require the provision of new open space as part of new developments, and where appropriate, permit new outdoor sports provision. These policies will subsequently help to achieve Core Strategy Objectives SO4 and SO5, as well as DMP Objectives SC4 and SC5.

Over the course of the monitoring period, there was an increase in the percentage of people that were inactive (less than 30 minutes of activity per week), whilst there were decreases in the percentage of people that were 'active' for those that did 30-149 minutes and 150+ minutes of activity per week.

Table 14 Participation in Sport or Active Recreation

Level of Activity	2022 (Nov 20 – Nov 21)	2023 (Nov 21 – Nov 22)
Inactive (<30 minutes per week)	22.6%	25.8%
Active (30-149 minutes per week)	11.6%	11.1%
Active (150+ minutes per week)	65.8%	63.1%

4.11. Crime

Over the past twelve months, there has been a decrease in the number of anti-social behavioural incidents.

Table 15 Number of Anti-Social Behavioural Incidents

2022	2023
2,138	1,793

The number of notifiable crime offences has also decreased within the past twelve months.

Table 16 Number of Notifiable Crime Offences

2022	2023
8,734	8,637

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

4.12. Further Information

Further information is available on the [Air Quality](#), [Air Quality Monitoring](#), [Borough Quality of Life Profile](#), [Energy Efficiency and Renewable Energy in Development](#), [Strategic Flood Risk Assessment](#), [Strategic Housing Land Availability Assessment](#), [Sustainable Energy](#) webpages of the Council's website and the [Department for Environment, Food and Rural Affairs](#) website.

5. Transport

The borough has excellent transport links to Central London, the wider South East and national and international destinations via the M25, M23 and A23 corridor, London to Brighton railway line and nearby Gatwick Airport.

Core Strategy Policy CS17 plans for the Council to work with Surrey County Council, the Highways Agency, rail and bus operators, neighbouring local authorities and developers to ensure that new development is located within accessible locations; to improve the efficiency of the transport network; and to promote sustainable transport choices such as cycling.

DMP Policy TAP1: 'Access, parking and servicing' recognises that new developments need to manage travel demand and to make travel by sustainable modes more attractive and accessible. However, it also recognises that car travel will continue and therefore appropriate parking provision is necessary to ensure that parking does not detract from character, make roads unsafe for other road users, nor put pressure on local roads.

Transport infrastructure varies between the different areas of the borough: the relatively low-density suburban nature of the north means that whilst the area is serviced by a number of major A roads, there is relatively poor public transportation; the south benefits from good transportation links due to the A23, A217, London – Brighton rail corridor and being within close proximity to Gatwick Airport; and the centre benefits from transportation links of the south, good access to the M25 and regular rail services to key transportation hubs in London and Reading.

5.1. New Developments

The Core Strategy focusses upon locating future development in areas of the borough that are already highly accessible to make best use of existing public transport services. Within the last twelve months, 94.0% of completed residential dwellings and 97.4% of the gross completed non-residential floorspace were located within 15 minutes of a public transport stop or walking distance to a town centre, which is significantly above the Core Strategy monitoring targets of 80.0%.

Table 17 Percentage of completed residential and non-residential permissions that were within 15 minutes of a public transport stop or walking distance to a town centre

Residential	Non-Residential
94.0%	97.4%

Strategic Objective 14 of the Core Strategy aims to tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to encourage healthier lifestyles. One of the ways that this will be achieved is through requiring new major developments commit to a travel plan. DMP Policy TAP1 states that all developments likely to generate significant amounts of movement, a Transport Assessment or a Transport Statement will be required. Within this monitoring period, two residential and three non-residential developments permitted were required and committed to providing a travel plan.

Another way to tackle congestion, pollution and greenhouse gas emissions of private car use is through promoting alternative methods of transportation. The Core Strategy plans for 100% of new developments to provide cycle parking spaces in order to promote cycling as an alternative method of transportation. DMP Policy TAP1 requires new developments to provide cycle storage in accordance with adopted local standards (Annex 4 of the DMP) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. The policy also requires new developments to provide electric vehicle charging points.

The available data suggests that within this monitoring period, 79.3% of permissions for new residential development and 35.7% of permissions resulting in a gain of non-residential floorspace are making provision for cycle parking. Whilst this is below the Core Strategy target, it represents an increase on the previous monitoring period. It should also be noted that the accurate information on the number of cycle parking spaces is not always available. This information is not always detailed on the application form and typically is not provided for houses, only flats. In addition, the Council cannot require cycle parking spaces to be provided on developments resulting from prior approval applications, which will also have an impact upon the overall cycle parking provision. If discounting developments for houses only and developments resulting from prior approval applications, 100.0% of new permissions granted within this monitoring period included provision for cycle parking.

In order to reduce congestion, Annex 4 of the adopted DMP (September 2019) defines parking standards for different types of developments. Residential parking standards are set as a minimum and vary based on the level of the site accessibility and the dwelling size. See table below for details.

Table 18: DMP Minimum parking standards for residential developments

Type of Home	High Accessibility	Medium Accessibility	Low Accessibility
1 bedroom flats	1 space per unit	1 space per unit	1 space per unit
2 bedroom flats	1 space per unit	1 space per unit	2 spaces per unit
3 bedroom flats	1 space per unit	1.5 space per unit	2 spaces per unit
4+ bedroom flats	1.5 space per unit	2 spaces per unit	2 spaces per unit
1 bedroom houses	1 space per unit	1 space per unit	2 spaces per unit
2 bedroom houses	1 space per unit	1 space per unit	2 spaces per unit
3 bedroom houses	1 space per unit	2 spaces per unit	2 spaces per unit
4+ bedroom houses	2 spaces per unit	2 spaces per unit	2.5 spaces per unit

Within this monitoring period, 67.4% of new permissions granted for residential development complied with the specified parking standards. The non-compliance of the remaining permissions was deemed acceptable.

Non-residential parking standards are set as a maximum and vary based on the development use class. See Table 19 for details.

Table 19: DMP Maximum parking standards for non-residential development

Use Class	Maximum Standard Spaces
A1 Retail	
Food or non-food retail (up to 500m ²)	1 car space per 30m ²
Food retail (500-1000m ²)	1 car space per 25m ²
Food retail (above 1000m ²)	1 car space per 14m ²
Non-food retail (500m ² or more)	1 car space per 25m ²
Open Air Markets	Individual assessment
A2 Financial and Professional Services	1 car space per 30m ²
A3 Food and Drinks	1 car space per 5m ²
A4 Drinking Establishments	1 car space per 5m ²
A5 Hot Food Takeaways	1 car space per 5m ²
B1 Business	1 car space per 30m ²
B2 General Industrial	1 car space per 30m ²
B8 Storage or Distribution	
Warehouse for storage	1 car space per 100m ² ; 1 lorry space per 200m ²
Warehouse for distribution	1 car space per 70m ² ; 1 lorry space per 200m ²
Cash and carry	1 car space per 30m ² ; 1 lorry space per 200m ²

Within this monitoring period, 56.3% of new permissions for gain of non-residential floorspace complied with the specified parking standards. The non-compliance of the remaining permissions was deemed acceptable.

5.2. Road Pollution

Reducing the volume of road pollution within the borough is important in meeting the Core Strategy Objectives SO1 and SO13, as well as DMP Objectives SC6 and SC7.

As can be seen in the table below, there has been a decrease in road emissions from the previous year on minor and A roads. This can in part be attributed to the continued impact of

the Covid-19 pandemic at the time and the overall decline in commuting as more people work from home. A gradual higher take-up of zero-emissions vehicles may have also contributed to the decrease in road emissions.

Table 20 Local Emissions from Road Transport per capita, Minor and A Roads only

2022	2023
159.3kt CO2 total (2020)	146.5kt CO2 total (2021)
1.07t per capita (2020)	0.97t per capita (2021)

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

5.3. Public Transport Patronage

Core Strategy Objectives SO13 and SO20 emphasises the importance of using community services and infrastructure to help support business and community needs, as well as enhancing the role of Redhill town centre as a centre of strategic importance.

As can be seen in the table below, the most recent public transport patronage data from the years 2021-22 shows a significant increase in rail patronage at all borough stations and at Redhill Railway Station, largely due to the relaxing of restrictions from the Covid-19 pandemic and more people returning to work or travelling more frequently.

Table 21 Public Transport Patronage

Patronage	2022	2023
Patronage at borough railway stations	1,936,540 entries and exits (2020-21)	5,027,262 entries and exits (2021-22)
Patronage at Redhill Railway Station	750,734 (2020-21)	2,052,974 (2021-22)

5.4. Electrical Vehicle Charging Points

In 2018, Surrey County Council published its first Electric Vehicle Strategy, which highlights the importance of charging infrastructure. DMP Policy TAP1 requires all new types of

developments to provide electrical vehicle charging points. Where applicable or appropriate, since the adoption of the DMP, applications have been conditioned to require the provision of electrical vehicle charging points.

As can be seen in the table below, 66.0% of all new residential development permissions within the past twelve months were required to include an electrical vehicle charging point. For non-residential permissions that were classed as new development, this was at 35.3%.

Table 22 New Permissions Required to have Electrical Vehicle Charging Points

Residential	Non-residential
66.0%	35.3%

5.5. Delivering Transport Improvements

Over the past year, the following transport plans and projects have been progressed to reduce congestion and widen options for sustainable transport in the borough.

Surrey County Council Transport Plan

On 12th July 2022, Surrey County Council adopted its latest Local Transport Plan, LTP4, which will cover the period of January 2022 through to March 2032. One of the main aims of LTP4 is to significantly reduce carbon emissions related to transport to meet the commitment of net zero emissions by 2050, in line with the Government’s national legal commitment. LTP4 was developed during the Covid-19 pandemic whilst there was an increase in walking and cycling, and builds on the behaviour changes and opportunities to deliver wide-ranging improvements for cleaner, healthier and safer transport throughout Surrey. The short-term goal for LTP4 will be focused on achieving a ‘green’ and ‘healthy’ recovery from Covid-19, including the 10 year local cycling and walking infrastructure plans in each borough and district within Surrey, and the Electric Vehicle Strategy, which sets out plans for increasing the number of charging points in Surrey. The medium-term goals of LTP4 is focused mainly on continuing to reduce petrol and diesel transport use, achieving the transition from traffic growth to traffic reduction and a greater uptake of technology solutions. The long-term goal of LTP4 is about drastically reducing car dependency and increasing people-focused areas, especially around town centres and new residential developments.

To help encourage more active travel, a Reigate and Banstead Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted by Surrey County Council and endorsed by Reigate & Banstead Borough Council in March 2022. The LCWIP is the first stage in a three stage process to upgrade the cycling and walking infrastructure in the borough by identifying the most suitable routes for improvement. The next stage will be the detailed design stage for each of the priority routes and will be undertaken with communities directly affected by the proposed scheme. This will then be followed by the implementation stage, subject to funding availability. During this monitoring period, the LCWIP is awaiting the commencement of stage 2.

Further information can be found on the [Surrey County Council](#) website.

A23 Three Arch Road Junction Improvements

Surrey County Council has developed a proposal for a scheme to improve the A23 Three Arch Road and Maple Road junction, currently suffering from major congestion and traffic delays.

The proposed scheme aims to reduce congestion and traffic delays, improve emergency and visitor access to East Surrey Hospital, improve the air quality in the area due to less congestion and queuing at the junction, improve bus reliability and provide safer routes for cyclists and pedestrians.

A public consultation was held between 01 November 2018 – 06 January 2019 with approximately 300 responses received. The next stage of the development is detailed design, which is now expected to proceed subject to funding, given the high level of public support demonstrated through the consultation.

Further information can be found on the [Surrey County Council](#) website.

A217 Reigate to Horley Safer Roads Scheme

Surrey County Council submitted a bid to the Department for Transport's 'Safer Roads Fund' in September 2017 for improvements to the A217 between Reigate and Horley, to include measures assisting in managing vehicle speeds and reducing the risk and severity of collisions.

The Department for Transport has now made the funding for the scheme available from 2019-2020, with the view of the scheme being implemented from 2020-2021. The scheme has been completed during this monitoring period, however further works for road safety for the scheme are currently under construction.

Further information can be found on the [Surrey County Council](#) website.

DMP Annex 6: 'Infrastructure delivery schedule' sets out the key infrastructure needed to support the delivery of the development set out in the DMP from 2018 – 2027. A list of active transport infrastructure projects for delivering cycle and pedestrian facilities is summarised in table below. Most of these projects have not yet started due to their allocation as sustainable urban extension sites to support the five-year housing supply as part of DMP Policy MLS1. CP16 has been completed during this monitoring period. See Annex 6 of the DMP for more details.

Table 23 Active transport infrastructure projects overview

Scheme Ref	Development Site	Infrastructure Project
CP1	Land at Bonehurst Road, Horley (site allocation NWH2)	Upgrading of pedestrian and cycle route (FP09)
CP2	Land at The Close, Horley (site allocation SEH4)	Improvement and extension of pedestrian footways on site and pedestrian and cycle infrastructure links to Horley town centre
CP3	Land at Chequers Hotel (site allocation HOR8)	Widen shared use cycle path along length of Horley Row
CP4	Land at Chequers Hotel (site allocation HOR8)	Provision of toucans on all outstanding arms of Chequers Roundabout
CP5	Land at Chequers Hotel (site allocation HOR8) and 39 – 49 High Street (site allocation HOR2)	Suitable cycle facility along Oakwood Road/ Yattendon Road to connect to Horley town centre
CP6	39 – 49 High Street (site allocation HOR2)	Suitable cycle facility along Lumley Road

Scheme Ref	Development Site	Infrastructure Project
CP7	Horley Library (HOR5), Telephone Exchange (HOR7), Royal Mail (HOR4)	Cycle friendly traffic measures along Victoria Road
CP8	Land at Bonehurst Road (NHW2)	Widened shared-use cycle path along A23 from Cross Oak Lane to Chequers roundabout
CP9	High Street Car Park (HOR1)	Improvements to the High Street to Station Road subway and footbridge to enable cycling and prevent flooding in subway
CP10	Horley Strategic Employment Site (HOR9)	Improvements to pedestrian and cycle infrastructure links between the HOR9 and Gatwick train station and HOR9 and Horley town centre
CP11	Land south of Bletchingley Road (ERM4) and Oakley Farm (ERM5)	Improvement of existing and extension of pedestrian and cycle infrastructure in Bletchingley Road, Merstham area.
CP12	Land south of Bletchingley Road (ERM4)	Significant upgrade of the existing bridleway (BW119)
CP13	Oakley Farm (ERM5)	Significant upgrade of the existing footpath (FP168)
CP14	Depot & Bellway House (RED2)	High quality shared use foot and cycle path along A23 through Merstham
CP15	Preston regeneration area	A240 shared footway and cycleway

Scheme Ref	Development Site	Infrastructure Project
CP16	Greater Redhill	<p>Greater Redhill Sustainable Transport Package (STP) Phase 2 to deliver cycle and pedestrian improvements including improving and widening off-road cycle paths including section of the National Cycle Route 21 Redhill to Horley. Improvements to Horley cycle and pedestrian infrastructure linkages between the new neighbourhoods of NE and NW Horley and Horley town centre, incorporating links to green open space.</p>
CP17	Land at Hillsbrow site (ERM1)	<p>Enhancement of the footpath (FF530) adjacent to Redstone Hollow</p>
CP18	Colebrook (RTC4), Royal Mail (RTC3) and other Redhill town centre developments	<p>Widening of footway on A23 to create shared use foot and cycle track north of Redhill</p>
CP19	Land at Hillsbrow (ERM1)	<p>Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath (upgrade to bridleway or create cycle track) adjacent to Redstone Park (FP102)</p>
CP20	Land at Dovers Farm (SSW9)	<p>Improvement and extension of pedestrian and cycle facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61)</p>
CP21	Land at Sandcross Lane (SSW2)	<p>Off-road cycle route along Prices Lane</p>
CP22	North of the borough	<p>Epsom and Banstead Sustainable Transport Package (STP) to make it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and the Preston estate</p>

Scheme Ref	Development Site	Infrastructure Project
CP23	Reigate	Cycle and pedestrian improvements under the Reigate Transport Package for Reigate Road from the town centre southwards to Woodhatch Road/Prices Road junction.
CP24	Reigate	Reigate Transport Package: Creation of off-carriageway cycle route within the town lining to Reigate station and Woodhatch junction (avoiding Cockshot Hill)
CP25	Reigate	Reigate Transport Package: Creation of an off-carriageway cycle route within the town linking to Reigate station (via Castlefield Road/Tunnel Road) and existing routes east towards Redhill
CP26	The Horseshoe (BAN2)	Cycle route on east side of A217 in Banstead

5.6. Gatwick Airport

Gatwick Airport is located just to the south of the borough; it is a single runway, two terminal airport and in 2019 supported the passage of 46.6 million passengers. Whilst flights and their operators have been significantly impacted by covid travel restrictions, which resulted in 32.8 million passengers using the airport in 2022, Gatwick Airport Limited expects passenger numbers to return to pre-covid levels by 2027.

The airport has ambitious plans for growth and in July 2019 published their final masterplan and announced their intention to pursue a Development Consent Order to extend the current standby Northern Runway and bring it into continuous use. In September 2019 Gatwick Airport Limited submitted their Environmental Impact Assessment Scoping Report to the Planning Inspectorate. Between April 2020 and March 2021, Gatwick flights were very significantly impacted by the effects of the Covid pandemic and associated travel restrictions. However, following a pause on the second runway project, work on the Development

Consent Order process was resumed in early 2021 with a consultation on the Preliminary Environmental Impact Report undertaken between 9 September to 1 December 2021.

The Preliminary Environmental Impact Report provided more detail on the scale of the expansion planned for the airport, initial proposals on development changes at the airport and initial plans for alterations to the road network from Longbridge Roundabout, along the A23 and M23 spur to the junction with the M23. It provided a wide range of background data on the environmental, socio-economic and operations impact of the proposal. Following the consultation, Gatwick Airport Limited considered the responses and undertook a further 6-week consultation in summer 2022 on updated road designs and revised plans for the wider scheme.

Submission of the DCO application is scheduled for July 2023. Once accepted by the Examining Authority, the Examination is likely to start in late 2023/ early 2024, with a decision expected in late 2024.

Once fully realised the emerging DCO proposals could result in c.75.6 million passengers using Gatwick airport by 2038 rising to 80 million in 2047. Even without the emerging proposals to changes the Northern Runway, passenger numbers could increase to 62.4m by 2038.

The Council works with partners across the Gatwick Diamond area to encourage sustainable economic growth and to minimise the environmental impact of the development of the airport. Core Strategy Policy CS9 states that “the Council will support the development of Gatwick Airport, within the existing airport boundary and existing legal limits, including the development of facilities that contribute to the safe and efficient operation of the airport”. The Core Strategy Review concluded that the Council should continue to monitor position with respect to further growth at Gatwick Airport, including the outcomes of any Development Consent Order process and timeframes for any development, which may necessitate further review in due course.

6. Summary of Key Findings

- **Natural Environment:** No applications were refused due to its impact on areas of landscape importance.
- **Green Belt:** 78% of applications (114) were approved with conditions. 20 applications were refused for reasons related to the designation, with all of them representing inappropriate development within Green Belt, failing to demonstrate very special circumstances.
- **Heritage:** 14 applications were refused for having an unacceptable impact on heritage assets – most notably Conservation Areas (10).
- **Proactive Approach to Development:** There was an 8.1% increase in the number of pre-application requests (from 234 to 253).
- **Accessibility of New Development:** 94.0% of completed residential dwellings and 97.4% of commercial floorspace completed within the last twelve months were located within 15 minutes' walk of a public transport stop or walking distance to a town centre.
- **Flood Risk:** In line with Core Strategy Policy CS10, no new developments were permitted contrary to Environmental Agency advice on flooding.
- **Air Quality:** All of the borough's air quality management areas have seen an improvement in air quality in this monitoring period, except at Horley's monitoring stations.
- **Sites of Special Scientific Interest:** 96.4% of the borough's Sites of Special Scientific Interest are in a favourable or recovering condition; this is above the Department for Environment, Food & Rural Affairs target of 95%.

Monitoring Publications

Annual Monitoring Report

Summarises the Council's performance against key monitoring indicators

Housing Delivery

Provides information on housing completions and permissions and details the Council's 5 years land supply position

Commercial Development

Contains the amounts, types and location of all commercial commitments i.e. premises with outstanding planning permissions or vacant floorspace

Industrial Estates

Contains an analysis of occupational trends in the borough's seven main Industrial Estates

Local Centres

Provides information on retail provision in the borough's 27 local shopping centres

Town Centres

Provides information on the occupiers, together with vacancies and shop type of all premises within the borough's four town and village centres

For further information on the content or other planning policy monitoring, please contact:

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