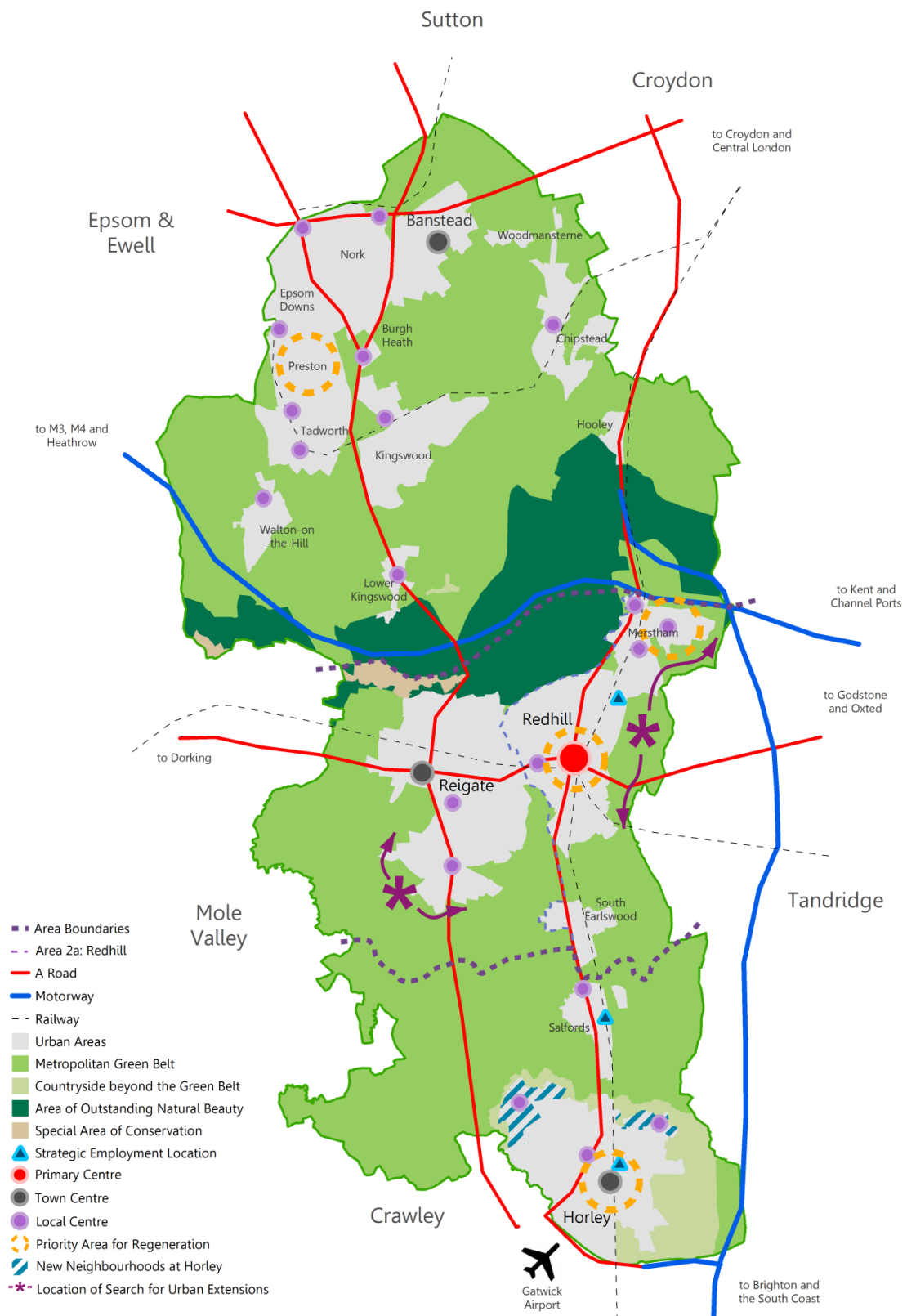




# Environment and Sustainability Monitor

Data at 31 March 2019



# Environment and Sustainability Monitor

Data at End March 2019

Introduction .....	5
Emerging Policy Framework .....	5
Relevant Core Strategy Objectives .....	5
Key Messages .....	6
UK Trends .....	6
Borough Key Messages .....	6
Natural Environment .....	7
Sites of Nature Conservation Importance.....	7
Sites of Special Scientific Interest .....	8
Areas of Outstanding Natural Beauty .....	8
Areas of Great Landscape Value .....	9
Green Belt .....	10
Urban Open Land.....	10
Further Information.....	11
Cultural and Built Heritage .....	12
Conservation Areas.....	12
Listed Buildings .....	12
Historic Parks and Gardens .....	14
Areas of Archaeological Importance.....	14
Areas of Archaeological Potential.....	14
Ancient Monuments.....	15
Further Information.....	15
Sustainable Development .....	16
Positive Approach to Planning .....	16
Previously Developed Land.....	16
Flooding .....	17
Air Quality and Emissions .....	18
Carbon Dioxide Emissions .....	20
Households and Non Household Waste.....	20
Further Information.....	22
Transport .....	23
New Developments .....	23

Delivering Transport Improvements .....	24
Gatwick Airport .....	25
Monitoring Publications.....	27
Regular Monitors: .....	27

**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.

# Introduction

This monitor provides information on the natural environment and on transport accessibility levels in the borough at 31<sup>st</sup> March 2019. 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 and Core Strategy policies
- Set out future actions and policy area indicators which are not delivering environment and transport objectives.

## Emerging Policy Framework

The Core Strategy adopted in July 2014 details how much growth will take place until 2027 and sets out the overarching strategic approach for delivering new homes in the Borough. It contains a number of strategic objectives relating to environment and sustainability. The Core Strategy will be reviewed by July 2019. The emerging Development Management Plan (DMP) when adopted will contain more detailed policies relating to environment and sustainability.

## Relevant Core Strategy Objectives

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
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 best 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

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

# Key Messages

## UK Trends

The total extent of land and sea protected in the UK through national and international protected areas, and through wider landscape designations, has increased by 7.4 million hectares, from 21.2 million hectares in December 2014 to 28.6 million hectares at the end of May 2019. This 7.4 million hectares increase is almost entirely down to the designation of inshore and offshore marine sites under the European Union (EU) Habitats Directive, the designation of Marine Conservation Zones in English, Welsh, and Northern Irish waters, and designation of Nature Conservation Marine Protected Areas in Scottish waters. The extent of protected areas on land has increased by 11,200 hectares since 2014 (Joint Nature Conservation Committee). 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.

## Borough Key Messages

- **Natural Environment:** A small number of applications (5) were refused due to their impact on areas of landscape importance (AGLV).
- **Green Belt:** Over three-quarters of applications (135) were approved with conditions. 28 applications were refused for being inappropriate development within the Green Belt, and 100% of these had no or insufficient special circumstances being demonstrated.
- **Heritage:** 24 applications were refused for having an unacceptable impact on heritage assets – most notably Conservation Areas (11).
- **Proactive Approach to Development:** 1.5% increase in the number of pre-application requests (from 331 to 336).
- **Accessibility of New Development:** 99% of non-residential permissions completed within the last twelve months were located within 15 minutes' walk of a public transport stop or walking distance to a town centre. 5% of completed residential developments were in a high accessibility area.
- **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 9 air quality management areas have seen an improvement or no change in air quality.
- **Sites of Special Scientific Interest:** 98.6% 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%.

# 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.

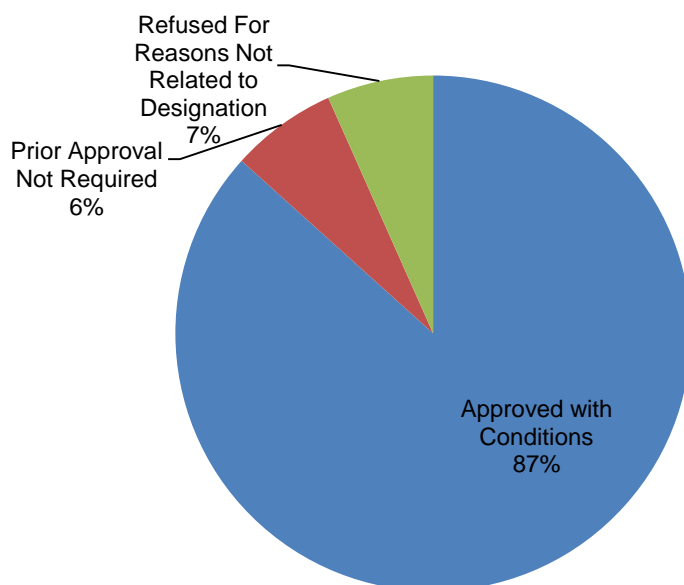
The Core Strategy recognises the importance of sustainable development to ensure that the natural environment is protected and/or enhanced. It plans to improve biodiversity through applying national legislation, to discharge its Biodiversity Duty and through implementing a Green Infrastructure Strategy and Action Plan, published in August 2017. 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.

## Sites of Nature Conservation Importance

There are 53 Sites of Nature Conservation Importance (SNCI) within Reigate & Banstead (1,352ha).

Within the last twelve months the Council received 15 applications for development within/adjacent to SNCIs. No applications were refused for reasons related to designation.

**Figure 1 Sites of Nature Conservation Importance**



## Sites of Special Scientific Interest

There are 5 designated Sites of Special Scientific Interest (SSSIs) within the borough: Banstead Downs, Chipstead Downs, Farthing Downs and Happy Valley, Mole Gap to Reigate Escarpment and Reigate Heath. Within this monitoring period the Council determined 4 applications for development within/adjacent to SSSIs, which were all approved with conditions.

Natural England assesses the condition of all sites to determine the quality of the special habitats and species. The table below shows that 98.6% 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 1 identifies particular issues with the condition of Mole Gap to Reigate Escarpment and Reigate Heath – 0.5% and 25.9% respectively of units within these areas are assessed as being in an unfavourable condition.

**Table 1 Condition of the units within the Sites of Special Scientific Interest**

Site	Favourable		Unfavourable-Recovering		Unfavourable No Change		Unfavourable-Declining		% of Area Favourable or Recovering		Total Area (Hectares)
	Ha	%	Ha	%	Ha	%	Ha	%	Ha	%	
<b>Banstead Downs</b>	44	34.7	83	65.3	0	0.0	0	0.0	127	100.0	127
<b>Chipstead Downs</b>	90	56.9	68	43.1	0	0.0	0	0.0	158	100.0	158
<b>Farthing Downs and Happy Valley</b>	109	90.9	11	9.1	0	0.0	0	0.0	120	100.0	120
<b>Mole Gap to Reigate Escarpment</b>	536	52.8	475	46.7	5	0.5	0	0.0	1,011	99.5	1,016
<b>Reigate Heath</b>	46	74.1	0	0.0	3	5	13	20.9	45.7	74.1	62
<b>Total</b>	<b>825</b>	<b>309.4</b>	<b>637</b>	<b>164.2</b>	<b>8</b>	<b>5.5</b>	<b>13</b>	<b>20.9</b>	<b>1,462</b>	<b>98.6</b>	<b>1,483</b>

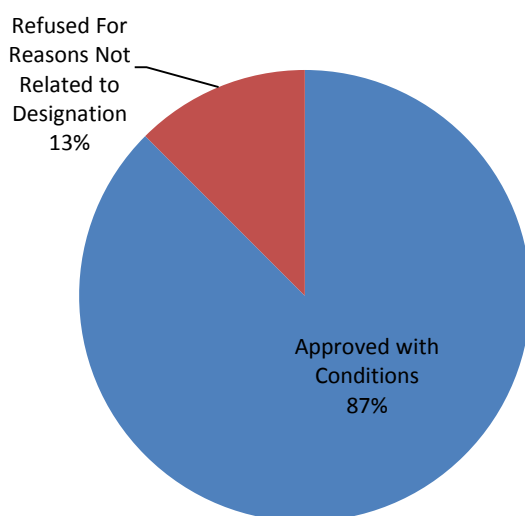
## Areas of Outstanding Natural Beauty

A large part of the higher North Downs is designated as Surrey Hills Area of Outstanding Natural Beauty (AONB). The Surrey Hills AONB Management Plan guides the management and enhancement of the area and is a material consideration in determining planning applications.

The Council received 32 applications for development within/adjacent to AONBs within this monitoring period. No applications were refused for reasons related to the designated landscape.



**Figure 2 Areas of Outstanding Natural Beauty**



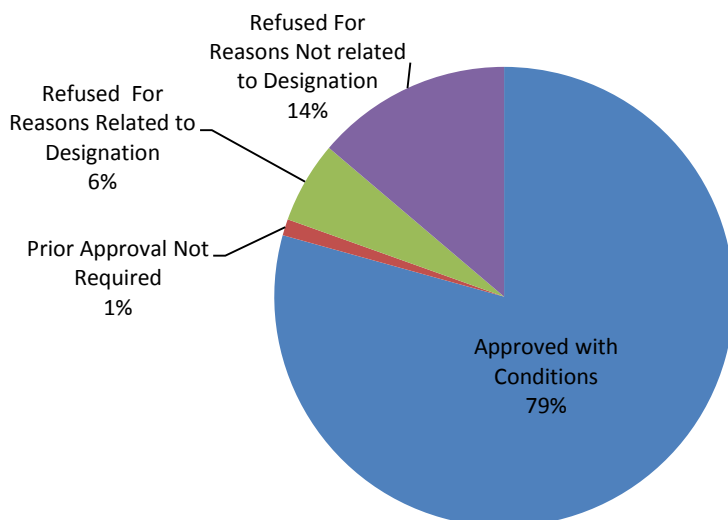
## Areas of Great Landscape Value

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.

The Council determined 87 applications for development within or adjoining the AGLV within this monitoring period. Of these, 5 were refused for unacceptable impact on landscape character.

As with the AONB, no applications refused by the Council due to their impact on the AGLV were allowed at appeal over the past year.

**Figure 3 Areas of Great Landscape Value**



## Green Belt

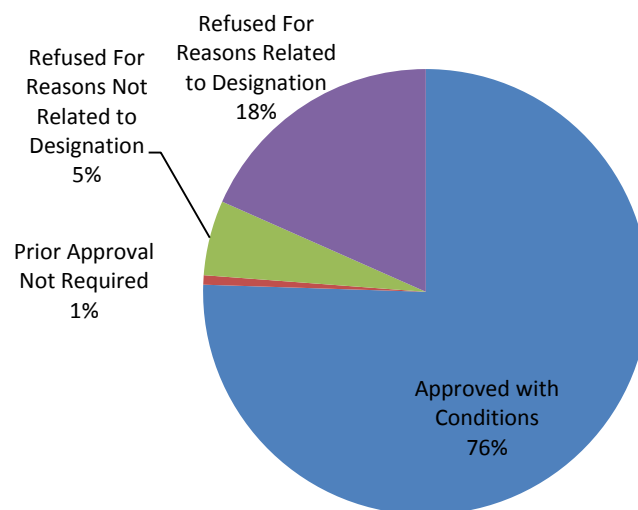
Green Belt covers 69% of the borough (8,890ha). National policy sets out 5 key purposes which the Green Belt serves:

- 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.

Within this monitoring period the Council received 147 applications for development in the Green Belt. Of these, 27 applications were refused for being unacceptable development within the Green Belt. Over the past year, 5 applications refused due to their impact and because they were inappropriate developments on the Green Belt were allowed on appeal.

**Figure 4 Green Belt**



Within this monitoring period 15 planning applications involving creation of new dwellings in the Green Belt were either approved or did not required prior approval, with 47% of these being permitted development. These schemes have the potential to deliver 92 gross dwellings (88 net additional).

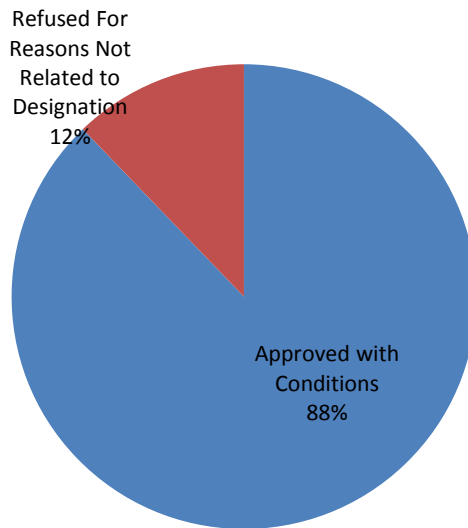
## Urban Open Land

Urban Open Land (UOL) 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 Council received 41 applications for development of Urban Open Land within this monitoring period. No applications were refused for reasons related to Urban

Open Land designation.

**Figure 5 Urban Open Land**



The Core Strategy plans for a review of land designated as Urban Open Land to inform the Development Management Plan, the Policies Map and the Green Infrastructure Strategy. When adopted, the Development Management Plan will ensure 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.

### Further Information

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

# Cultural and Built Heritage

Heritage assets 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 often brings associated social, cultural, economic and environmental benefits to the borough, making a valuable contribution to its vitality.

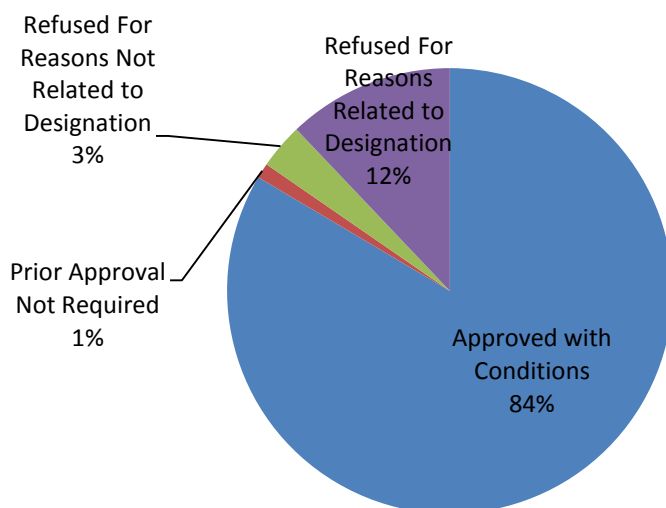
As a Local Planning Authority and landowner, the Council has a duty to care for the historic environment and the assets it contains. This is increasingly important in light of the development pressures in the borough.

## 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 sometimes to protect the overall character of the area rather than listing individual buildings.

Within this monitoring period the Council received 91 applications for development within or adjacent to Conservation Areas. Of these, 11 applications were refused for having an unacceptable impact on the character or appearance of the Conservation Area. Over the past year, no applications refused by the Council for their impact on Conservation Areas were later allowed on appeal.

**Figure 6 Conservation Areas**



## Listed Buildings

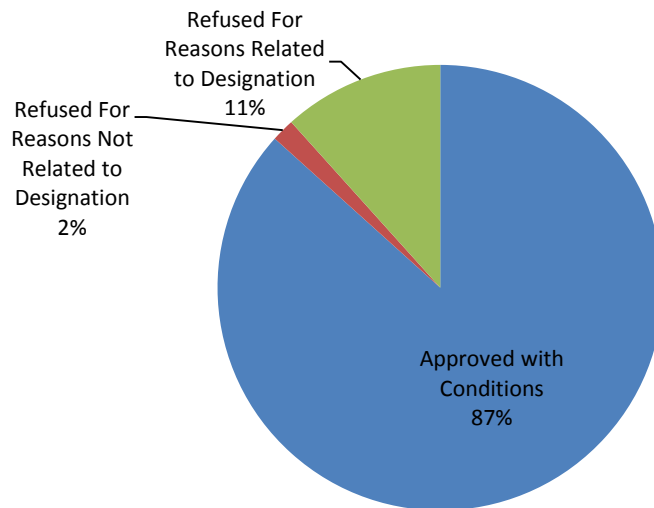
Listed buildings are designated by the Department for Culture, Media and Sport under the advice of English Heritage. They are buildings, objects or structures that have been judged to be of national historic or architectural interest. There are 447 listed buildings within the borough; they range from coal tax posts, cattle troughs and

### Grade I Listed Churches.

The Council received 60 applications for development of/adjacent to statutory listed buildings within this monitoring period. 7 applications were 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 Statutory Listed Buildings**

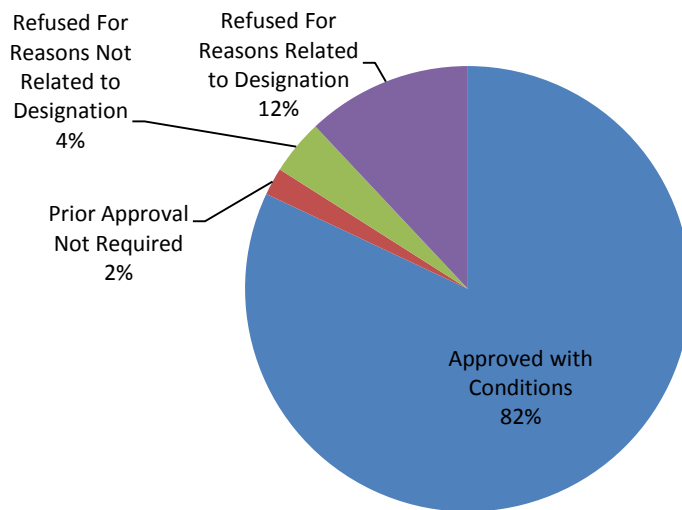


There are also 633 Locally Listed Buildings within the borough; these are buildings which have been identified by the Council as structures of local architectural and/or historic interest. Examples include Quarry Cottages, Reigate Hill and White Cottage, Merstham.

Within this monitoring period the Council received 50 applications for development of or adjacent to Locally Listed buildings, 6 of which were refused for their potential impact on locally listed buildings.

As with statutory listed buildings, no previous refusals by the Council have been overturned at appeal over the past year.

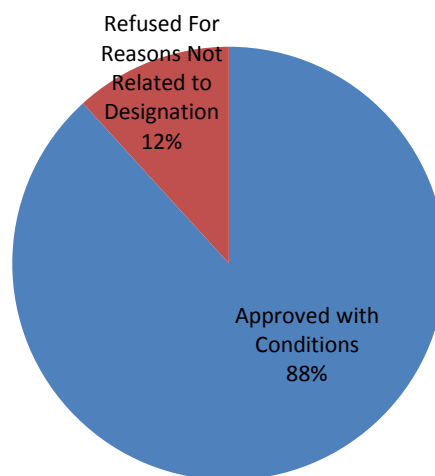
**Figure 8 Locally Listed Buildings**



## Historic Parks and Gardens

Over the past year, the Council received 34 applications for development within or adjacent to Historic Parks and Gardens. Of these, none were refused for reasons related to the Historic Park designation (e.g. harmful impact).

**Figure 9 Historic Parks & Gardens**



## Areas of Archaeological Importance

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

## Areas of Archaeological Potential

Within this monitoring period, no applications were received for development within or adjacent to Areas of Archaeological Potential.

## Ancient Monuments

Within this monitoring period, one application was received for development relating to Ancient Monuments. The application was approved with conditions.

## Further Information

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

# 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 the 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 emerging 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.

## 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 there were 336 pre-application requests, this is a 1.5% increase on the previous monitoring period (331).

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, 98% of major developments and 90% 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 above the average national.

## Previously Developed Land

The Core Strategy promotes the use of previously developed land (PDL) in order to promote sustainable development.<sup>1</sup>

Within the last twelve months 39% of residential dwellings were built on PDL, this is below the Core Strategy monitoring target of at least 50% and below last year's monitoring figure of 43.9%. This is due to the Horley North West Sector representing a greater proportion of total completions.

---

<sup>1</sup> The revised NPPF (2019) advises that PDL excludes land in built-up areas such as residential gardens.



**Table 2 Previously Developed Land**

	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Dwellings on PDL	360	149	303	438	418	253	219
% on PDL	69.4	31.4	61.8	68.7	69.2	43.9	39.0

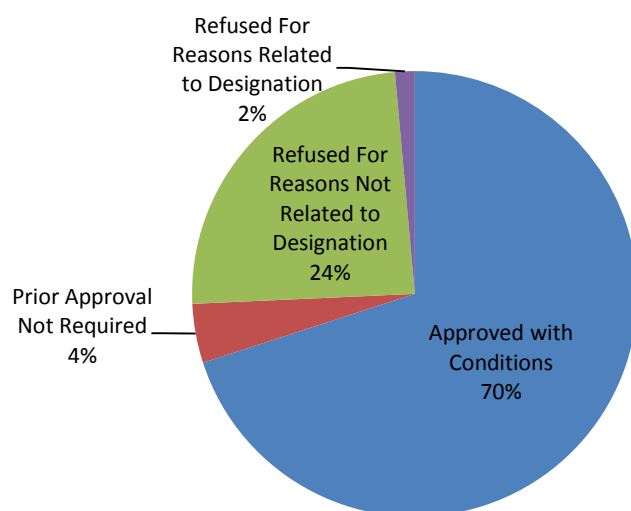
In order to continue to deliver housing on previously developed land, in accordance with the Core Strategy ‘urban areas first approach’ the Council will continue to be proactive in identifying additional previously developed sites through the Strategic Housing Land Availability Assessment (SHLAA) and working with landowners to bring them forward for development.

In addition, 89.5% of the retail and employment floorspace completed within the past year was on previously developed land. This is a fraction below the Core Strategy monitoring target of 90%.

## Flooding

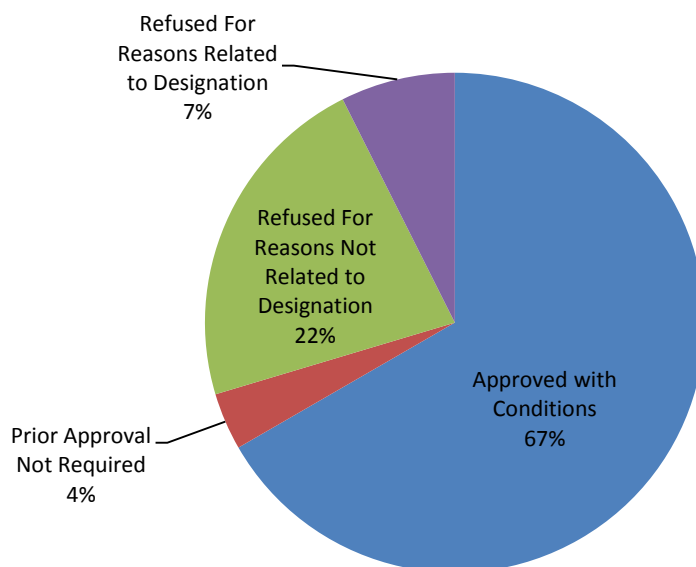
Between April 2018 and March 2019, 70 residential applications were determined by the Council for development within Flood Zone 2. The majority of applications were approved with conditions; however, 1 application was refused as it failed to demonstrate that the scheme would not exacerbate flooding on the site and within the locality of the site.

**Figure 10 Flood Zone 2**



Within this monitoring period, the Council also determined 27 residential applications for development within Flood Zone 3. Two applications were refused as they failed to demonstrate that an adequate scheme of surface water attenuation could be achieved and that the development would not increase the flood risk elsewhere.

**Figure 11 Flood Zone 3**



Core Strategy Policy CS10 says that no new developments should be permitted which are contrary to Environmental Agency advice. Similarly to the previous monitoring period, no planning applications permitted 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.

## 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.

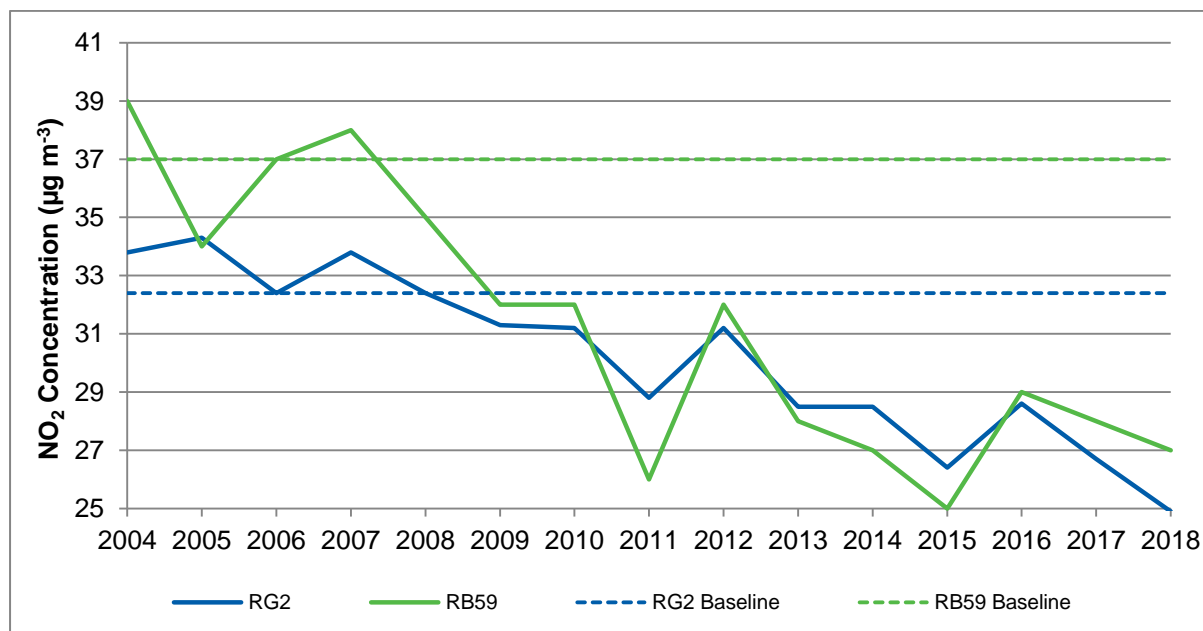
In most areas of the borough, air pollution is significantly below Government limits for all pollutants. However, there are some problem areas. In order to manage these, the borough has nine Air Quality Management Areas (AQMAs).

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 (NO<sub>2</sub>) 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 increased to 46.1 million in 2018, while aircraft movements (flights arriving and leaving) fell slightly to 284,000 (286,000 in 2017).

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.

**Figure 12 NO<sub>2</sub> Levels at Horley Monitoring Stations**



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 40µg m<sup>-3</sup>.

All of the borough's nine air quality management areas have seen an improvement or no change in air quality compared to 2017.

**Table 3 NO<sub>2</sub> Levels at Other Monitoring Stations**

AQMA Name	Station	3yr Rolling Mean Nitrogen Dioxide Concentration (µg m <sup>-3</sup> )	
		2006	2017
M25	RB39	32	24
A217/Blackhorse Lane	RB49	60	42
Drift Bridge	RB21	48	35
Reigate High Street	RB47	50	36
Merstham High Street	RB20	43	33
Reigate Hill	RB125	43*	35
Redhill	RB140	30*	25
Hooley	RB136	61**	48

\*data relates to 2011 figures

\*\*data relates to 2012 figures

## Carbon Dioxide Emissions

Surrey Climate Change Partnership aims for a 40% reduction in carbon emissions by 2020 (compared to 2005) in order for Surrey to become one of the lowest carbon areas in the UK. The table below shows that since 2005 Reigate & Banstead, Surrey and England have all reduced their carbon dioxide emissions (30%, 28% and 34% respectively).

**Table 4 Total Carbon Dioxide Emissions (kt)**

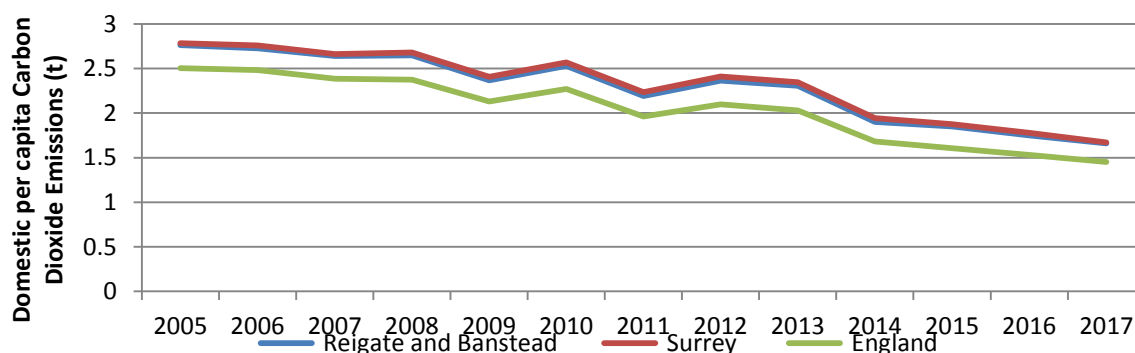
	England	Surrey	RBBC
<b>2005</b>	429,976	8,642	1,072
<b>2006</b>	428,012	8,604	1,063
<b>2007</b>	418,171	8,477	1,043
<b>2008</b>	407,366	8,415	1,015
<b>2009</b>	367,680	7,805	941
<b>2010</b>	380,323	8,084	975
<b>2011</b>	348,226	7,543	905
<b>2012</b>	366,121	7,763	937
<b>2013</b>	357,007	7,567	917
<b>2014</b>	321,882	6,887	843
<b>2015</b>	313,734	6,792	826
<b>2016</b>	295,686	6,527	797
<b>2017</b>	284,921	6,194	755

Source: DEFRA

Specifically in terms of domestic carbon dioxide emissions per capita, the graph 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 shows a slight increase between 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.

**Figure 13 Domestic per capita Carbon Dioxide Emissions (t)**

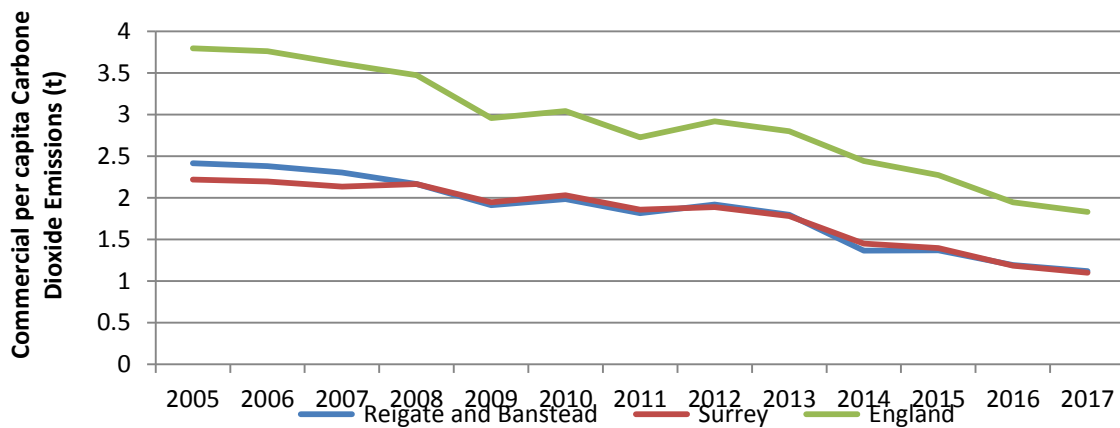


Source: DEFRA

Conversely, in terms of commercial and industrial carbon dioxide emissions per capita, the graph below shows that both Surrey and Reigate & Banstead produced considerably less emissions compared to England on average.

Overall, all three indicators show a fall in their commercial per capita carbon dioxide emissions.

**Figure 14 Commercial per capita Carbon Dioxide Emissions (t)**

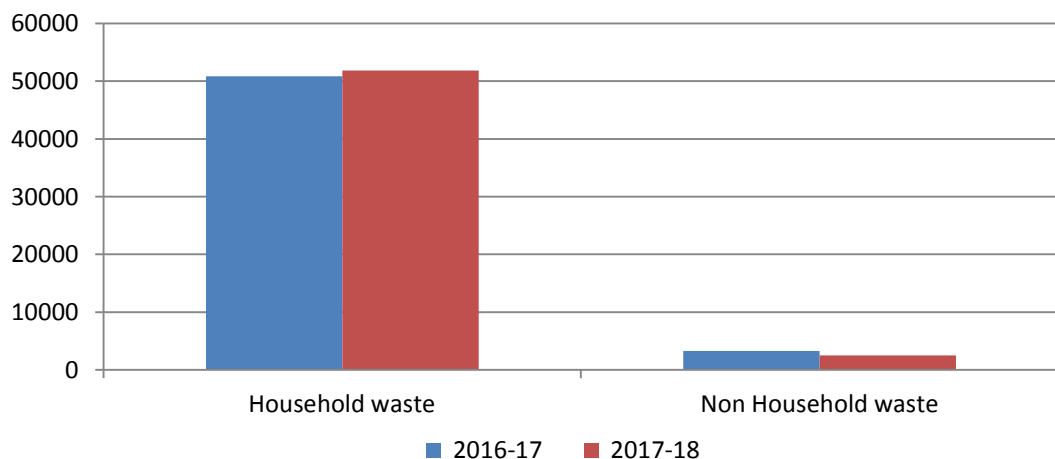


Source: DEFRA

## Household and Non Household Waste

The latest data available from the Department for Environment, Food and Rural Affairs shows that within 2017/18 51,877 tonnes of domestic waste and 2,508 tonnes of non-household waste was collected from Reigate & Banstead borough, representing a slight increase on previous year, which may be due to increased population in the borough. The data however shows a small reduction in the amount of non-household waste collected from the previous period. Of the collected waste 53.9% of household waste and 7.4% of non-household waste was sent for recycling.

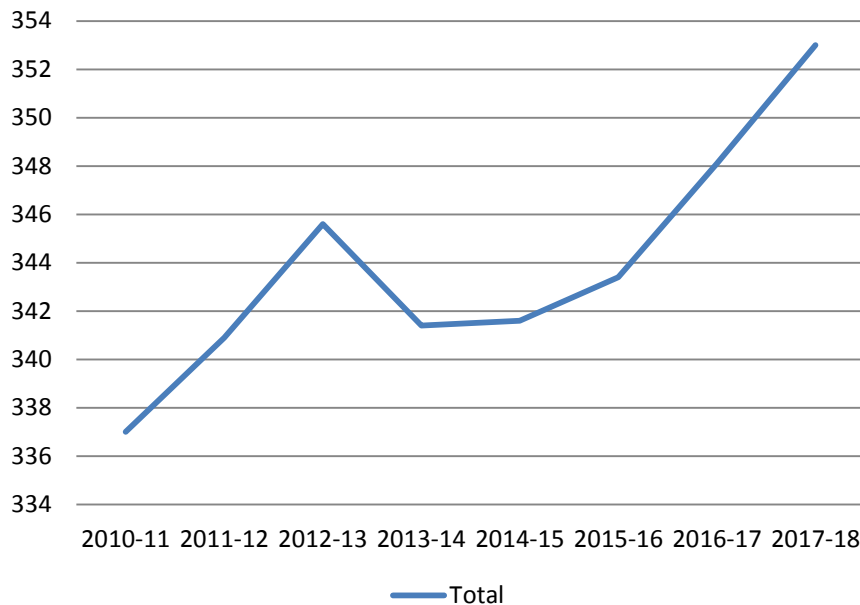
**Figure 15 Household and Non Household Waste collected (t)**



Source: DEFRA

Core Strategy Strategic Objectives SO1 and SO10 aim for no increase in the amount of waste and carbon dioxide emissions produced by businesses and households over the plan period. The latest data shows that even though the borough has seen a continuous increase in household waste production per capita since 2010 to a current 353kg per person, it remains below the Core Strategy baseline figure of 362kg.

**Figure 16 Household Waste per capita collected (kg)**



Source: DEFRA

## 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.

# Transport

The Borough has excellent transport links to Central London, the wider South East and national and international destinations via the M25, M23/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.

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 the transportation links of the south, good access to the M25 and regular rail services to key transportation hubs in London and Reading.

## 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 98% of completed non-residential floorspace was 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%. However, 74% of completed residential dwellings were located in a low accessibility area, while 5% were located in a high accessibility area<sup>2</sup>.

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. Within this monitoring period 1 residential development and 3 commercial developments were required to provide 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. Within this monitoring period, 36% of new residential permissions and 37% of new commercial permissions committed to providing cycle parking spaces. While this is below the Core Strategy target, this is an important increase from the previous monitored period. Also, whilst flatted developments would have specific areas dedicated for cycle storage, new houses would not specify these, but would be able to use front and back gardens.

In order to reduce congestion the borough has parking standards for new residential

---

<sup>2</sup> Accessibility levels are a measure which rates locations by distance to town centres, local centres and rail service. The accessibility levels have been calculated using the methodology in the new Development Management Plan 2018-2027.

and commercial developments. The table below shows the average parking spaces on completed developments.

**Table 5 Average Parking spaces provided on Completed Developments**

	2018/19	2017/18	2016/17	2015/16	2014/15	2013/14	Borough Average Parking Standard
Residential	2.24	1.8	1.2	1.3	1.5	1.6	<b>1.5</b>
Office	1 per 27sqm	N/A	1 per 61sqm	1 per 36sqm	1 per 32sqm	1 per 46sqm	<b>1 per 40sqm</b>
Retail	1 per 22sqm	1 per 7sqm	1 per 16sqm	1 per 12sqm	1 per 9sqm	1 per 60sqm	<b>1 per 21sqm</b>

## 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

The Reigate and Banstead Local Transport Strategy and Forward Plan was adopted in October 2018, to cover a 3 year cycle, and will be updated when needed. The Transport Strategy and Forward Plan for the borough forms part of Surrey County Council's third Transport Plan (LTP3) has been updated in April 2018. It is a statutory plan (required by the Local Transport Act 2008 and the Transport Act 2000), covering the period until 2026. The Plan's objectives are to provide effective and reliable transport (maintaining the road network, delivering public transport services and where appropriate providing enhancements), improve road safety and provide an integrated sustainable transport system. It contains strategies for managing issues such as air quality, climate change, congestion, parking and rail usage.

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

### Epsom Banstead Sustainable Transport Package

The Epsom Banstead Sustainable Transport Package is a set of proposals that include improvements to Banstead Railway Station; would make it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and the Preston Estate; and would make it easier to travel between these places by bus.

Surrey County Council applied to the Coast to Capital Local Enterprise Partnership for Local Growth Funding on 6<sup>th</sup> January 2017 to fund the majority of the project in partnership with Reigate & Banstead Borough Council and Epsom & Ewell Borough Council. The funding decision was deferred to the next bidding round and a business case was re-submitted on 8<sup>th</sup> Sept 2017. A decision has been received at the end of 2017, but unfortunately, the bid was unsuccessful at this time.

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

### Greater Redhill Sustainable Transport Package

The Greater Redhill Sustainable Transport Package is a series of improvements



along sections of the A23, the A2044 and A217. The project aims to make it easier for people to use sustainable travel options between business areas, and to health, leisure and retail facilities.

Phase one, including improvements to the NCR21 between Redhill and Horley as well as the widening and resurfacing of the shared cycle and pedestrian footway between Pendleton Road and Maple Road junctions, has been completed in 2017. Phase two which is now almost entirely complete, includes a programme of Quality Bus Corridor improvements along the routes served by local bus services as well as the construction of a shared cycle/pedestrian path along the A23.

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

### **Redhill Balanced Network**

The Local Pinch Point Fund awarded Redhill Balanced Network scheme (a joint partnership between Surrey County Council and Reigate & Banstead Borough Council) £4 million to improve access to, and ease congestion within, Redhill.

The project is now complete. The project has reduced traffic congestion, encouraged sustainable travel and enabled the unblocking of development sites which will enable economic regeneration.

The main features of the scheme have included conversion of traffic flow between the Belfry and Lombard roundabouts to two-way, improvements to walking and cycling routes and improvements to the public realm in Station Road between the Station roundabout and Maple Square.

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.

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

## **Gatwick Airport**

Gatwick Airport is located just to the south of the Borough; it is a single runway, two terminal airport and in 2018 supported the passage of 46 million passengers. The airport has ambitious plans for growth and undertook a 12-week public consultation on its draft masterplan in October 2018. The draft masterplan included three growth scenarios:

- Scenario 1: Where it remains a single runway operation. This would see passenger numbers increase to 61 million passengers per annum by 2032.
- Scenario 2: Where the existing standby runway is routinely used with the main runway. This would see passenger numbers increase to 70 million passengers per annum by 2032.

- Scenario 3: Where the airport continues to safeguard for an additional runway to the south. The use of this land for a full second runway would see capacity increase to approximately 95 million passengers per annum.

It is understood that Gatwick Airport Limited (GAL) are currently in the process of reviewing the consultation responses and that a final masterplan will be published in July 2019.

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”.

# Monitoring Publications

## Regular Monitors:

### 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 trajectory

### 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 nine main Industrial Estates including a schedule of occupiers

### Local Centres

Provides information on retail provision in the Borough's eighteen 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:

### Planning Policy Team

Tel: 01737 276178

Email: [LDF@reigate-banstead.gov.uk](mailto:LDF@reigate-banstead.gov.uk)