



<b>REPORT OF:</b>	LUCI MOULD, HEAD OF PLACES AND PLANNING
<b>AUTHOR:</b>	Cath Rose
<b>TELEPHONE:</b>	01737 276766
<b>E-MAIL:</b>	catherine.rose@reigate-banstead.gov.uk
<b>TO:</b>	EXECUTIVE
<b>DATE:</b>	14 July 2016
<b>EXECUTIVE MEMBER:</b>	COUNCILLOR T SCHOFIELD

<b>KEY DECISION REQUIRED:</b>	YES
<b>WARD (S) AFFECTED:</b>	ALL

<b>SUBJECT:</b>	<b>DEVELOPMENT MANAGEMENT PLAN REGULATION 18 CONSULTATION</b>
<b>RECOMMENDATIONS:</b>	
<p>(i) That the Development Management Plan Regulation 18 consultation document (Annex 1) be approved for public consultation;</p> <p>(ii) That the Head of Places and Planning, in consultation with the Executive Member for Planning Policy, be authorised to make any necessary amendments or factual clarifications to the Development Management Plan Regulation 18 consultation document (Annex 1) prior to public consultation; and</p> <p>(iii) That the Executive endorses the content of this report to ensure that Reigate &amp; Banstead Borough Council continues to be a plan-led authority.</p>	
<b>REASONS FOR RECOMMENDATIONS:</b>	
<p>(i) Undertaking Regulation 18 consultation will allow the Development Management Plan preparation process to be progressed in line with the agreed timetable set out in the adopted Local Development Scheme, and will enable views on plan content to be sought to inform decisions on the final draft Development Management Plan.</p> <p>(ii) To enable the consultation period to commence in a timely manner following Executive agreement.</p> <p>(iii) To reiterate the Council's commitment to advancing the preparation of the Development Management Plan, to provide certainty for stakeholders and local residents in relation to future development in the borough.</p>	
<b>EXECUTIVE SUMMARY:</b>	
<p>Preparing the Development Management Plan (DMP) represents the next step in updating the borough's Local Plan, following the adoption of the Core Strategy in July 2014. The</p>	

DMP will provide the detailed policies, designations and site allocations that allow the development principles in the Core Strategy to be delivered.

Regulation 18 consultation is a statutory stage of consultation which allows views to be sought from a wide range of stakeholders about the content of an emerging Local Plan document.

The consultation document contains proposed criteria-based policies to guide decision making on planning applications and proposed designation boundaries (within which specific policies will be applied). It also seeks comment on potential development sites. These include town centre opportunity sites, urban housing sites, possible 'reserve' urban extension sites in the areas of search defined in the Core Strategy (Redhill, Merstham, Reigate and Horley), that would only be released for development in the event the Council cannot demonstrate a five year supply of housing sites, and a possible strategic employment site in Horley.

It has been prepared taking into account national legislation and policy, local evidence, the results of sustainability appraisal, informal consultation with local community groups and ward members, and comments from neighbouring authorities and statutory bodies.

Executive agreement of the proposed Regulation 18 document at **Annex 1** is required prior to consultation. The results of the Regulation 18 consultation will inform the preparation of a final draft Development Management Plan document. This final draft will be subject to agreement by Full Council, further formal consultation (Regulation 19 consultation) and examination by an independent planning inspector prior to adoption by the Council.

Being a plan led authority offers benefits by ensuring that the Council is in the best possible position to manage development pressures in the borough, and by providing certainty to local residents, businesses and other stakeholders about when and where future development in the borough will take place.

### **Executive has authority to approve the above recommendations**

#### **STATUTORY POWERS**

1. The Planning and Compulsory Purchase Act 2004 (PCPA 2004), the Planning Act 2008, the Localism Act 2011, the Housing and Planning Act 2016 and associated regulations (including the Town and Country (Local Planning) (England) Regulations 2012 ('the 2012 Regulations')), set the statutory framework for the production of Local Plan documents by the Local Planning Authority (LPA). National policy in relation to the production of local plan documents is provided through the National Planning Policy Framework ('the NPPF'), supported by National Planning Practice Guidance ('the NPPG').
2. Regulation 18 of the 2012 Regulations requires that in preparing a Local Plan document, a LPA must:
  - a. Notify organisations, residents and businesses about the subject of the local plan which it is proposing to prepare and
  - b. Invite representations about what the local plan document ought to contain.

3. This report introduces the Regulation 18 consultation document for the Development Management Plan, which is the second part of this Council's updated Local Plan (the first part being the Core Strategy adopted in 2014).

## BACKGROUND

4. **The plan making process:** Whilst there is currently no statutory requirement for local planning authorities to adopt a Local Plan, this is a clear Government priority. The NPPF states that planning should be genuinely plan-led, with local and neighbourhood plans setting a positive vision for the future of an area. Measures in the recently enacted Housing and Planning Act strengthen the powers of the Secretary of State to intervene in local plan making where local plans are not being prepared in a timely manner. For the Council, local plan documents offer benefits by ensuring that it is in the best possible position to manage development pressures in the borough, and by providing certainty to local residents, businesses and other stakeholders about when and where future development in the borough will take place.
5. **Local Development Scheme:** The Council's Local Development Scheme (LDS) sets out the Local Plan documents that will be prepared by the Council, the subject matter and geographical area to which each Local Plan document is to relate and the timetable for the preparation of the documents.
6. The adopted LDS (2015)<sup>1</sup> identifies that the Council will prepare a Development Management Plan, which will apply borough-wide, and include detailed policies to guide decision making on planning applications, and development site allocations. It outlines that preparatory work on the DMP will take place until May 2016, Regulation 18 public consultation was envisaged to take place between July and September 2016, and a second public consultation (Regulation 19) will be held between April and May 2017, with a view to submitting the DMP for Examination in June 2017. Adoption of the DMP is anticipated in February 2018.
7. **Core Strategy:** The content of the Development Management Plan is guided by the overall spatial strategy and scale of growth set out in the Council's adopted Local Plan: Core Strategy (July 2014)<sup>2</sup>. There are some principles which are, therefore, already established and agreed by the Council, and it would not be appropriate for the DMP to seek to amend.
8. These include the overall scale of growth (for example, the housing target of 460 homes per year), and the principle that – whilst development will be focused in urban areas as a priority – the opportunity for urban extension sites will need to be explored as part of the DMP preparation process. Three specific 'areas of search' for urban extensions are identified in the Core Strategy – the countryside around Horley (up to 200 dwellings), and land that is currently Green Belt to the East of Redhill and Merstham (up to 500-700 dwellings) and to the South / South West of Reigate (up to 500-700 dwellings).
9. **The content of a Local Plan:** Section 39 of the PCPA 2004 requires that Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. The NPPF builds on this and requires that Local Plans

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<sup>1</sup> [http://www.reigate-banstead.gov.uk/downloads/file/2205/local\\_development\\_scheme\\_revised\\_november\\_2015](http://www.reigate-banstead.gov.uk/downloads/file/2205/local_development_scheme_revised_november_2015)

<sup>2</sup> <http://www.reigate-banstead.gov.uk/corestrategy>

should be based upon and reflect the presumption in favour of sustainable development. This means that the LPA should positively seek opportunities to meet the development needs of an area, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

10. A Local Plan document can (under the 2012 Regulations) include statements regarding: the development and use of land which the LPA wishes to encourage; the allocation of sites for a particular development or use; environmental, social, design and economic objectives related to and necessary to achieve the development and use of land; and/or development management and site allocation policies intended to guide the determination of planning applications.
11. Under Regulation 9 of the 2012 Regulations, LPAs are also required to prepare a policies map, which illustrates geographically the application of policies in the Local Plan.

## KEY INFORMATION

### Content of the DMP Regulation 18 Consultation Document

12. The proposed Development Management Plan Regulation 18 document for public consultation is included at **Annex 1**. It includes the following:
13. **Proposed criteria based policies:** Criteria based policies are proposed to replace policies in the 2005 Borough Local Plan. These policies cover a wide range of topic areas, including:
  - a. Policies to guide provision of employment, commercial, and retail development.
  - b. Policies to ensure that new development is well designed and protects local character and amenity, and that the impacts of the development process on local residents is minimised.
  - c. Policies to ensure an appropriate mix of housing types and sizes.
  - d. Policies to protect valuable urban open spaces, to provide appropriate outdoor sport and recreation facilities and to require the provision of open space as part of new development.
  - e. Policies to ensure that new development includes appropriate parking provision and that development access and servicing is safe and well designed.
  - f. Policies to direct development away from flood zones and protect new and existing developments from flooding.
  - g. Policies to protect landscapes and biodiversity, to help secure a green infrastructure network across the borough, to control development in the Green Belt and to conserve and enhance heritage assets.
  - h. Policy to guide provision of cemeteries and/or crematoriums
14. **Proposed designation boundaries:** In the majority of instances, existing designation boundaries as set out on the Borough Local Plan proposals map have been tested and been found to be robust. However in some instances changes are proposed to designation boundaries, for example:
  - a. Updated boundaries for a number of existing Residential Areas of Special Character (RASCs) and proposals for some new RASCs.
  - b. Updated boundaries for a number of Urban Open Space (UOS) sites, proposals for some new UOS sites and removal of some sites from the current Urban Open Land designation.

- c. New Town Centre boundaries, amendment to some Local Shopping Centre boundaries, and several new Local Shopping Centres.
  - d. Localised, small scale changes to Green Belt boundaries to amend anomalies.
  - e. Removal of Netherne-on-the-Hill from the Green Belt and inclusion of the Babylon Lane area within the Green Belt.
15. **Potential development sites:** Potential development sites are included for the purposes of consultation and further evidence gathering. These include:
- a. Potential development sites within Town Centres, with information about potential uses and design and mitigation measures that would be required to make development acceptable in the event that the final DMP allocates sites.
  - b. Potential development sites within the rest of the urban area (where these are of a larger scale or would represent a change in use from the existing use).
  - c. Potential 'reserve' urban extension sites , with information about possible housing capacity, design and mitigation measures that would be required to make development acceptable, and new infrastructure and services that would be required alongside new housing in the event that the final DMP allocates sites. Potential urban extension sites have been identified within the areas of search defined in the Core Strategy, that is:
    - i. Countryside around Horley
    - ii. East of Redhill and East of Merstham
    - iii. South / South West Reigate
  - d. Potential for a possible strategic employment site to the south of Horley.
  - e. A section on 'Infrastructure to support growth' explaining how infrastructure will be secured alongside new development.
  - f. A section on 'Managing Land Supply' outlining how the release of urban extension sites could be managed (in the event that the Council cannot demonstrate a five year housing land supply).
16. **Broad locations and development principles:** The consultation document also incorporates questions in relation to a number of policy principles and broad development location, including:
- a. Different types of opportunity for traveller accommodation provision, including extension of existing traveller sites or as part of urban extension allocations
  - b. The need to consider the policy approach for the topic of self and custom build once evidence about demand levels is available.
  - c. Whether land should be safeguarded for development beyond the current plan period (ie beyond 2027)
  - d. Whether the principle of designating countryside around Horley as Green Belt should be explored.
17. **Maps:** Maps are provided in support of the DMP Regulation 18 consultation document. These illustrate geographically the proposed policy designations. They also outline the potential development site options identified. These maps will also be able to be accessed via an interactive map on the Council's website.

### **Evidence base**

18. The DMP consultation document has been developed taking into account the Council's adopted Core Strategy, the scope of the DMP as defined in the LDS and national planning policy and guidance.

19. The approaches and options set out for consultation are based on local evidence. A wide range of technical evidence papers have been prepared in support of the DMP Regulation 18 consultation document. These are provided at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp), and include:
  - a. The Strategic Housing Land Availability Assessment update, which provides an assessment of the suitability, viability and availability of a wide range of housing sites being promoted for development.
  - b. The Green Belt Review, which provides an assessment of the impact of potential changes to the Green Belt boundary, including the potential impact of taking urban extension site options out of the Green Belt
  - c. The Sustainable Urban Extensions Site Specific Technical Report, which provides an assessment of the constraints and opportunities of potential urban extension sites.
  - d. Evidence in relation to the infrastructure requirements of planned growth, summarised in an Infrastructure Delivery Plan addendum.
20. As part of the evidence gathering process, informal consultation was carried out with ward members and community groups (see para 51-54). Discussions were held with – and comments sought from - ‘duty to cooperate’ bodies (see para 27-28).

### **Infrastructure**

21. As noted above, the DMP consultation document includes a section in relation to ‘infrastructure required to support growth’. This has been included specifically to provide clarity about the need to secure appropriate infrastructure provision to support new development in a timely manner. It seeks views on the proposed approach to the policy, funding and delivery mechanisms to ensure infrastructure is provided. In parallel to the Regulation 18 consultation, liaison with infrastructure providers will continue to take place.
22. Specifically in relation to the potential infrastructure requirements that would be generated in the event that sites are allocated for urban extensions, consideration has been given to (amongst other things) healthcare, education and transport needs, and details of the infrastructure needed to support any future development are provided in the relevant sections of the consultation document.

### **Sustainability Appraisal and Strategic Environmental Assessment**

23. Section 19 of the PCPA 2004 requires that Local Plan documents are informed and accompanied by a Sustainability Appraisal, which allows the potential social, environmental and economic impacts of the plan proposals to be taken into account throughout the plan-making process. The Environmental Assessment of Plans and Programmes Regulations 2004 implement the requirements of the European Directive 2001/42/EC and require a Strategic Environmental Assessment of the effects of a Local Plan on the environment.
24. The objectives, approaches and options have therefore also been subject to appraisal against the East Surrey Sustainability Objectives. The appraisal report is available at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp).
  - a. The SA assessed different policy options, and recommends preferred policy approaches for inclusion in the consultation document.
  - b. It also assessed the range of potential town centre sites and urban housing sites included in the consultation document, to identify the sustainability

implications of development on these sites and measures that would be required to mitigate or avoid negative sustainability impact.

- c. Appraisal was also carried out of a long list of potential urban extension sites, to identify the relative sustainability merits of different potential site options and the mitigation and avoidance measures that should be sought to support development. This appraisal process has informed the content of the consultation document.

### **Habitats Regulations Assessment**

25. The Conservation of Habitats and Species Regulations 2010 implement the requirements of European Directive 92/43/EEC and require that - if it is considered likely that a Local Plan will have significant effects on habitats or species of European importance - a Habitats Regulations Assessment must be carried out.
26. Advice was sought from Natural England (NE) in carrying out a Habitats Regulations Screening Assessment (available at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)). This concluded that – when taken alongside avoidance and mitigation measures proposed by the Council – the DMP consultation document would not be likely, either individually or in combination with other plans or projects, to have a significant effect on any habitat or species of European importance. Initial comments from NE have confirmed that they are content with the assessment criteria and emerging findings of the HRA.

### **Duty to Cooperate**

27. The Duty to Cooperate requires that the Council cooperate on strategic matters relating to the sustainable development or use of land that would have a significant impact on at least two planning areas.
28. Officers have engaged with neighbouring authorities and statutory agencies in undertaking work to prepare the DMP consultation document. This has included engaging with neighbouring authorities in relation to proposed policy approaches and development proposals near shared boundaries or that may have a significant impact within their authority area. Co-operation on strategic matters, and discussions about potential development sites, will be ongoing as plan preparation progresses.

### **Scope of the Regulation 18 consultation**

29. The scope of this Regulation 18 consultation is wide ranging. Comments will be sought in relation to the proposed objectives (including whether there are any other topic areas that the DMP should cover), the proposed criteria based policies and designation boundaries, and the potential development sites identified.
30. It is proposed to consult on the DMP Regulation 18 document for a period of 10 weeks, from early August until early October. This is longer than the usual 6 week consultation period to reflect the holiday season and the wide ranging nature of the consultation.
31. Consultation will be carried out in accordance with the adopted Statement of Community Involvement. It will involve direct notification of statutory and general consultees, publication of information on the Council's website<sup>3</sup>, and targeted consultation in those areas potentially most affected by proposed development site

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<sup>3</sup> [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)

options. A combination of traditional and social media communication channels will be used.

### **Next steps beyond the Regulation 18 consultation**

32. Following the close of the Regulation 18 consultation, officers will analyse consultation responses. Responses – and additional evidence as appropriate - will be taken into account as the final draft DMP document is prepared.
33. The final draft DMP document will be brought back to the Executive (anticipated March 2017) for agreement to undertake pre-submission consultation, and to Full Council to agree submission to the Secretary of State for public examination.
34. It is anticipated that the final DMP will be adopted by early 2018.

### **OPTIONS**

35. The following options have been identified as being available to the Executive:

#### Recommendation 1

36. Option 1: Agree the Development Management Plan Regulation 18 Consultation Document at **Annex 1** for the purposes of public consultation. This option would allow the DMP to be progressed in a timely manner and for the views of statutory consultees, service providers and local residents/community groups to be sought on the proposed content of the DMP. In particular it will allow views to be sought to inform future decision making on development site allocations; it will also allow comment on the evidence base that has been developed to date. This option is recommended to ensure progress on the DMP is maintained and public consultation takes place on proposed approaches and options that are supported by evidence.
37. Option 2: Do not agree the Development Management Plan Regulation 18 Consultation Document for public consultation. This option would result in a delay in progressing the DMP. This option is not recommended as it will lead to delay in updating the policies that are used to guide decision making on planning applications (with the associated need to review the local development scheme), and continuing uncertainty in relation to the likely location of future development.

#### Recommendation 2

38. Option 1: Agree that the Head of Places and Planning be authorised (in consultation with the Executive Member for Planning Policy) to make any necessary amendments to the document prior to public consultation. This option is recommended as it will help enable the consultation period to commence in a timely manner following Executive agreement.
39. Option 2: Do not agree that the Head of Places and Planning be authorised (in consultation with the Executive Member for Planning Policy) to make any necessary amendments to the document prior to public consultation. This option is not recommended as it could lead to delay in the consultation period should clarifications need to be made to the consultation document (which would need to be brought back to Executive and would result in delay), or confusion if clarifications are not able to be made.

#### Recommendation 3

40. Option 1: Confirm the Executive's commitment for Reigate & Banstead Borough Council to be a plan-led authority. This option is recommended as it formalises and



reiterates the Council's support for progressing with the preparation of the Development Management Plan.

41. Option 2: Do not confirm any commitment for the Council to be a plan-led authority. This option is not recommended – it would represent a missed opportunity for the Executive to a clear statement to local residents and stakeholders of its recognition of the benefits of the plan-making process.

## **LEGAL IMPLICATIONS**

42. The legal requirements related to the preparation of Local Plan documents are set out in the earlier sections of this report. It will be important that – as the DMP is progressed – these legal requirements are complied with.
43. Regulation 18 consultation is a statutory stage in the preparation of a Local Plan document introduced by the 2012 Regulations. Section 18 of the PCPA 2004 requires that consultation is also carried in accordance with the Council's adopted Statement of Community Involvement (2013)<sup>4</sup>. The Executive has the powers to agree the document for the purposes of consultation. Any representations received as part of the Regulation 18 consultation must be taken into account in preparing the Development Management Plan for Regulation 19 consultation, submission to the Secretary of State for examination.

## **FINANCIAL IMPLICATIONS**

44. Public consultation will be carried out by the Policy Team, and delivered within previously approved budget allocations.
45. Future costs associated with the DMP production include further consultation and the examination process (inspector and programme officer fees) in 2017/18. It is not possible to allocate an exact cost at this stage, although it is estimated that costs may be up to £100,000. These costs will be funded from the Corporate Plan Delivery Fund.

## **EQUALITIES IMPLICATIONS**

46. Whilst the DMP Regulation 18 consultation document is only the first stage in a longer process, an Equalities Impact Assessment (EIA) screening has been undertaken at this early stage to ensure that equalities implications are mainstreamed in the document.
47. The EIA screening is available at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp). It identifies no negative equalities impacts, and identifies positive equalities impacts in relation to: older people, younger people and children, disability, pregnancy and maternity, racial and ethnic groups (Romany Gypsies and Irish Travellers).

## **RISK MANAGEMENT CONSIDERATIONS**

48. The Council's Strategic Risk Register identifies that the process for the allocation of specific sites for development will be politically sensitive and could result in negative publicity and impact on the Council reputation. It also notes that delay to the adoption of the DMP could increase the risk of speculative planning applications.

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<sup>4</sup> [http://www.reigate-banstead.gov.uk/info/20276/about\\_planning\\_policy/36/community\\_involvement\\_in\\_planning](http://www.reigate-banstead.gov.uk/info/20276/about_planning_policy/36/community_involvement_in_planning)

- a. Reputation: The Regulation 18 consultation document seeks views on a range of potential development sites. This will allow for members, members of the public and service providers to consider and comment on the options available to the Council, and for these views to be taken into account when decisions are made on the content of the final draft DMP. As noted above, a range of communication channels will be used as part of the consultation to assist in managing reputational impact.
- b. Governance and resource management: To ensure that the Council is able to adopt a Development Management Plan, it is important that all statutory requirements are met, but also that Plan development proceeds in line with the agreed timetable. The DMP preparation process will continue to be carefully managed to ensure that this adoption date is met.

49. Operational risks:

- a. Legal: As noted in para 2, consultation in accordance with Regulation 18 of the 2012 Regulations is required as part of the Local Plan preparation process. Agreeing the document at **Annex 1** for the purposes of public consultation will allow progress towards meeting this statutory requirement.
- b. Environmental: There will be environmental implications arising from development proposed in the final DMP. Integrating the sustainability appraisal, strategic environmental assessment and habitats regulations assessment as part of the plan preparation process allows for potential environmental implications to be identified, and for mitigation and / or avoidance measures to be identified. Criteria based and site specific policies within the final DMP will be used to secure measures to minimise the environmental impact of new development.
- c. Customers: Some borough residents are hard to reach when it comes to consultation. A consultation strategy for the DMP Regulation 18 consultation has been prepared in conjunction with the Communications team. This includes using a range of different channels and methods to raise awareness of the consultation process, thus helping to manage the risk associated with residents being unaware of plan proposals.

## **OTHER IMPLICATIONS**

50. No other implications have been identified.

## **CONSULTATION**

51. Consultation on this report has been carried out with the Council's Legal Services and Finance Teams (see paras 42-45 above).
52. In preparing the DMP consultation document, a range of informal consultation has been undertaken. This has included
  - a. Informal consultation with local community groups inviting suggestions about potential development sites and designations. Comments provided have been incorporated within the evidence base development work.
  - b. Considerable informal consultation with all members has been undertaken on the main aspects within the DMP consultation document. This has including through the Development Management Advisory Group, member workshops,

briefing sessions and one-to-one meetings. Comments have been used to inform the preparation of the consultation document.

c. Input from neighbouring authorities and other 'duty to cooperate' bodies.

53. The Executive are now being asked to agree **Annex 1** for the purposes of formal public consultation. As part of the public consultation exercise, a meeting of the LDF Scrutiny Panel will be held, and the views of the Panel fed into preparation of the final draft DMP document.
54. Further public consultation will be carried out following agreement of the final draft DMP prior to the document being examined by a planning inspector appointed by the Secretary of State.

### **POLICY FRAMEWORK**

55. The Development Management Plan is part of the Council's Policy Framework. Agreeing the DMP Regulation 18 document for consultation will enable progression towards adoption of the DMP, which is anticipated to take place in early 2018. Responsibility for adopting the final DMP will lie with Full Council.

### **Background papers:**

Development Management documents on the website: [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)



# **Development Management Plan Regulation 18 Consultation**

**July 2016**

## Have your say

The Council is preparing its Development Management Plan (DMP), which will include policies to guide decision making on planning applications, and will identify sites for certain types of development.

We would like to hear your views on the emerging options and potential development sites as part of this 'Regulation 18' consultation. Getting involved in this consultation will mean that your views can be considered as the Council finalises the content of the Development Management Plan.

The main purpose of the Development Management Plan is to explain in more detail how the development principles and targets set out in the Council's adopted Core Strategy will be delivered.

The scale of growth set out in the Core Strategy is not a subject for this consultation. Nor are the general principles of where new development will be located (which are set by the Core Strategy), although potential development sites are covered in this consultation.

The consultation period runs from 1 August 2016 to 10 October 2016.

This consultation document, and supporting background information (including the sustainability appraisal), is available for inspection at the Town Hall, Castlefield Road, Reigate.

The consultation document is also available for inspection at local libraries across the borough.

All information is also available on the Council's website at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp).

You can have your say by:

- Completing the online survey at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)
- Downloading a comments form from [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp)
- Picking up a comments form from the Town Hall in Reigate
- Completing a comments form at one of our exhibitions or drop in sessions

Alternatively you may send comments by email to [LDF@reigate-banstead.gov.uk](mailto:LDF@reigate-banstead.gov.uk) or by post to Planning Policy, Reigate & Banstead Borough Council, Town Hall, Castlefield Road, Reigate RH2 0SH.

If you have any questions, you can email us at [ldf@reigate-banstead.gov.uk](mailto:ldf@reigate-banstead.gov.uk) or telephone us at 01737 276178.

### What happens next?

At the end of this Regulation 18 consultation period, all responses will be analysed. Duly made responses will be taken into account and used to inform preparation of the final draft DMP for a further round of consultation (Regulation 19 stage) prior to its submission to the Secretary of State for independent Examination.

It is anticipated that the final DMP will be adopted by the Council in early 2018.

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## Introduction

The Council is preparing its Development Management Plan, which will include policies to guide decision making on planning applications, and will identify sites for certain types of development.

The main purpose of the Development Management Plan is to explain in more detail how the development principles and targets set out in the Council's adopted Core Strategy will be delivered.

The proposals in this consultation document do not represent the Council's final plans. The results of this consultation will be taken into account in finalising the DMP content.

In particular, it should be stressed that no decisions have yet been made on development site allocations.

***PLEASE NOTE - the overall scale of growth has already been set through the Core Strategy and is not a subject for this consultation, nor are the general spatial principles of where new development will be located.***

## Setting the Scene: The Core Strategy

What growth does the Core Strategy plan for?

- The Core Strategy plans for a total of 6900 new homes between 2012 and 2027, or an annual average of 460 homes per year.
- It also includes figures to guide the provision of new employment and retail floorspace in the borough.

What are the general principles of where development will be located as set out in the Core Strategy?

- The Core Strategy is an 'urban areas first' strategy. Priority is given to development in the identified regeneration areas (Preston and Merstham) and the main borough towns (Redhill, Reigate, Banstead and Horley). The majority of new development will take place in these locations, and in other urban areas of the borough.
- The Core Strategy also identifies that some new homes will need to be provided on greenfield sites to meet future housing needs, with broad areas of search identified around the edge of Redhill, Reigate, Merstham and Horley. These urban extension developments will be needed as development opportunities in the existing urban areas start to become more limited. Their development will be triggered if the Council is unable to demonstrate that it has a five year supply of housing land available.



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*The Core Strategy Key Diagram (2014)*

### **What will the Development Management Plan include?**

The Development Management Plan will explain how the Core Strategy will be delivered 'on the ground'.

It will include:

- Policies that will be used to assess planning applications for new development
- Policy designations - areas where a particular approach to new development will be taken
- Site allocations - meaning development sites where a particular type and scale of development will be delivered.

At this stage, we would like your comments on:

- The proposed objectives and overall scope of the DMP
- The Council's proposed policy approaches in relation to a wide range of planning topic areas, and proposed policy designation boundaries.
- Sites that we have identified as potential development options

### **Regulation 18 Consultation**

This consultation is an important stage in preparing the Development Management Plan.

We would like to know, through this consultation, whether you agree with the scope of the DMP (as proposed through the objectives and various policy approaches), the policy proposals, and the potential development sites identified. We also want to know if there are any other issues that the DMP should address, or any other potential development sites that we should consider.

If you do not agree with any of our policy approaches, it would be helpful if you could let us know why.

Similarly if you do not agree with any of the potential development sites we have identified, please let us know why. It would be helpful if you could suggest alternative sites, as the Council will need to identify enough sites to deliver the Core Strategy development targets.

### **The structure of this document**

The DMP consultation document is divided into three themes, and within each theme, a number of sections. The themes and sections are summarised in the table below.

**[Insert Table - Summary of themes and sections]**

Each section relates to a number of DMP objectives. Sections include a summary of relevant aspects of the Core Strategy and the National Planning Policy Framework (NPPF), along with a summary of the evidence base for the section. Each section then includes a series of proposed policy approaches and / or potential development sites.

Where appropriate, the proposed policy approaches and potential development sites are accompanied by maps, either within the document or available as a separate document. All potential site and designation boundaries are also available to view on an interactive online map at [www.reigate-banstead.gov.uk/dmp](http://www.reigate-banstead.gov.uk/dmp). You can use this map to search for potential development site options near where you live.

**Summary of consultation document proposals and options**

The table below provides a summary of the proposed policy approaches and potential development sites on which we would like your views.

**[Insert Table – Summary of proposed policy approaches and potential development sites]**

## **Theme 1: Growing a prosperous economy**

**Summary of 'Growing a prosperous economy' objectives and proposed policy approaches**

**[Insert Table – Theme 1 sections, objective and policies]**

## Section 1: Economic Development

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: People who live in, work in and visit the borough enjoy the benefits of a prosperous economy...

#### The Core Strategy Objectives:

SO19: To ensure the right amount, range, size and type of commercial areas are available and that the necessary infrastructure and facilities are provided to support a level of economic growth compatible with protecting the environment.

#### Core Strategy Policies

- *Policy CS5: Valued People and Economic Development*
- *Policy CS8: Areas 1-3/Figure 7*

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to economic development, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough**

**PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper**

The proposed DMP policy approaches applicable to these objectives are:

EMP1: Principal Employment Areas

EMP2: Local employment areas

EMP3: Employment development outside of Employment Areas

EMP4: Safeguard employment land and premises where there is a realistic prospect of continued use

EMP5: Do not continue with the Areas for Small Businesses designation

EMP6: Do not continue with the Town Centre Business Area designation

EMP7: Support access to electronic communication networks

**PE3: Help new development to deliver jobs and skills benefits for local people**

The proposed DMP policy approach applicable to this objective is:

EMP8: Secure local skills and training opportunities

**Objective PE1: Safeguard existing employment land and premises to ensure that there is adequate space for businesses to locate in the borough; and**

**Objective PE2: Provide flexibility for local businesses to start up, grow, diversify and prosper**

**Policy Context for EMP1 - 7**

National Planning Policy Framework

*Para 20:* To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of local business and support an economy fit for the 21<sup>st</sup> century.

*Para 22:* Planning policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose. Land allocations should be regularly reviewed. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities.

*Para 161:* Local planning authorities should assess...the existing and future supply of land available for economic development and its sufficiency and suitability to meet identified needs. Reviews of the land available for economic development should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land.

Core Strategy

*Policy CS5:* The Council will promote and support continued sustainable economic prosperity and regeneration in Reigate & Banstead by...planning for the delivery of additional employment floorspace to meet the forecast growth needs of the borough, by (i) focusing on retaining and making the best use of existing employment land, particularly within town centres and industrial areas unless it can be demonstrated that there is no reasonable prospect of a site being used for that purpose over the life of the plan; and (ii) ensuring that any new development outside these areas reflects wider policy priorities and is located in accordance with sustainability principles.

*Policy CS8 Areas 1-3 /Figure 7:*

	<b>Area 1: The North Downs</b>	<b>Area 2a: Redhill</b>	<b>Area 2b: Reigate</b>	<b>Area 3: The Low Weald</b>	<b>Borough Total</b>
Employment (subject to regular monitoring of demand levels).	Approx. 2,000sqm. Predominantly through reuse and intensification of existing employment land.	Approx. 20,000sqm including approximately 7,000sqm in Redhill Town Centre.  Predominantly through reuse and intensification of existing employment land, including office based jobs provided through redevelopment of key sites in Redhill Town Centre.		Approx. 24,000sqm.  Predominantly through reuse and intensification of existing employment land.	Approx. 46,000 sqm

### Evidence base for policies EMP1 - 7

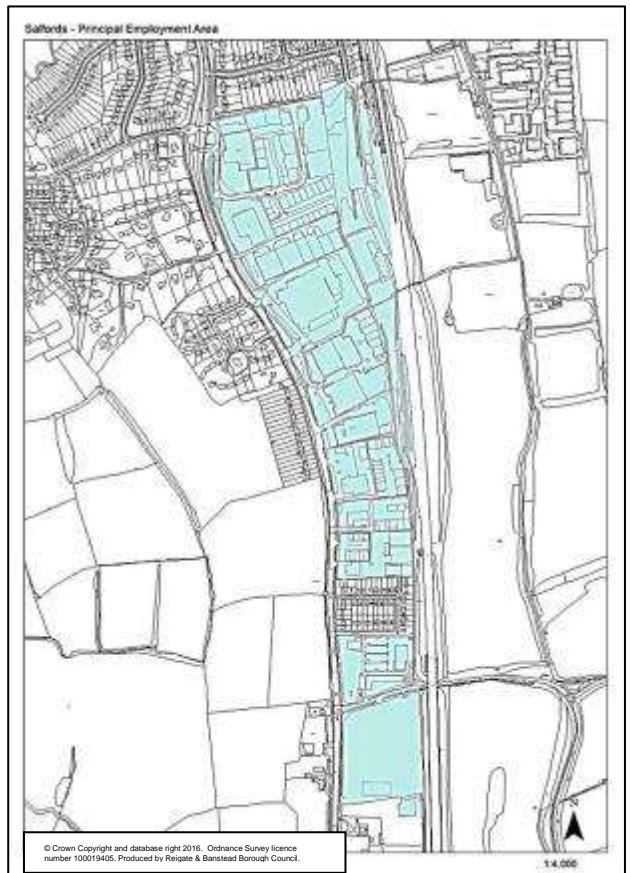
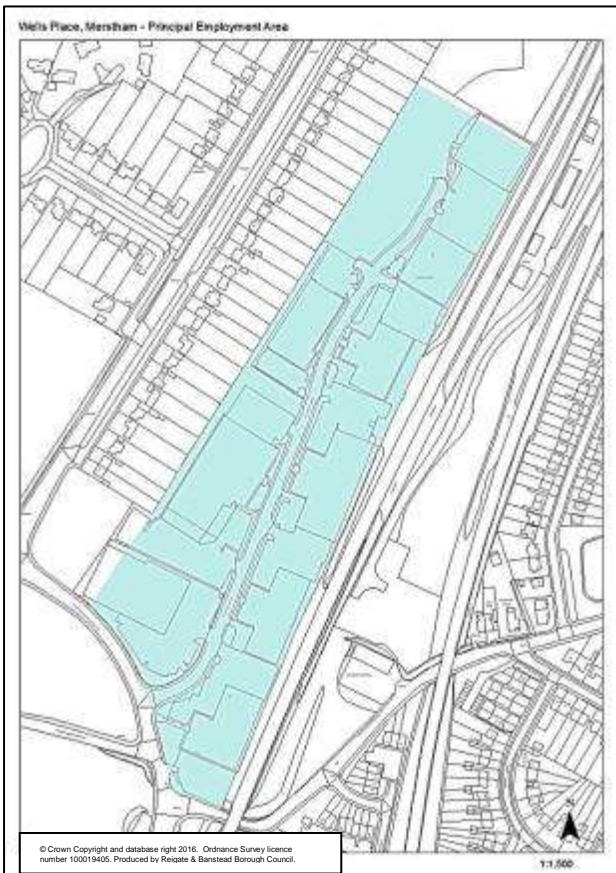
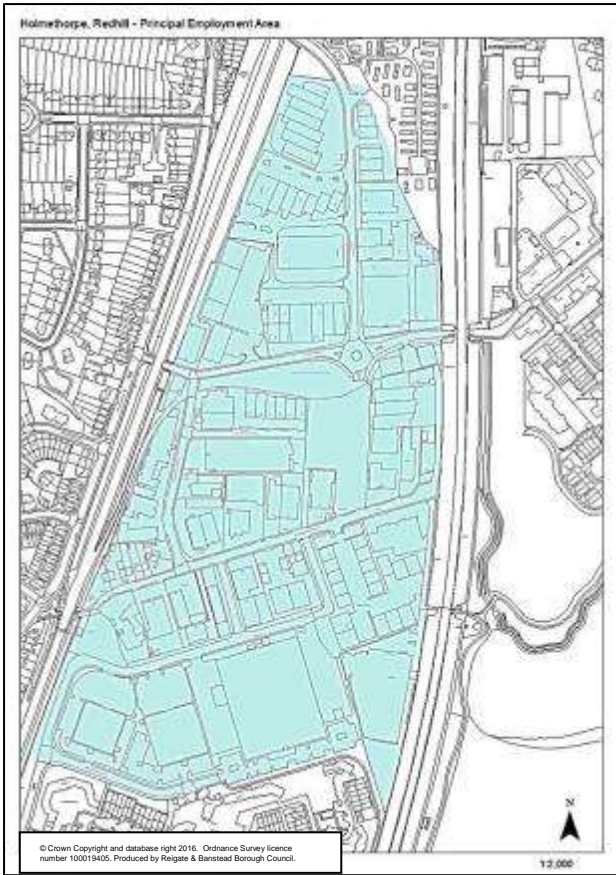
- Council Monitoring Reports
  - The [Commercial Development Monitor](#) provides information on the commercial property market and the development of new employment and retail floorspace in the borough.
  - The [Industrial Estates Monitor](#) provides information on the occupants and businesses within the borough's designated industrial estates.
  - The [Local Plan Monitoring Report](#) provides an analysis of performance against a range of targets including in relation to business and town centres.
- The [Economic Evidence Base Update 2011](#) provides analysis of the economic profile of the borough, including an appraisal of the local property market and a review of business areas (including town centres). It also contains the employment needs forecasting which informed the policy direction and level of growth in the Core Strategy.
- The Local Economic Needs Assessment Update (2016) [\[weblink to be inserted\]](#) provides an up-to-date assessment of the future need for additional employment accommodation to support economic growth in Reigate & Banstead, including both the quantitative and qualitative requirements for land and floorspace. This paper builds on the Economic Evidence Base Update (2011). The ENA 2016 concludes that as a minimum the following additional floorspace should be provided to meet local needs:
  - 6,500 sqm of additional industrial space
  - 11,000 sqm of additional storage and distribution space
  - 25,500 sqm of office space
- The Employment Area review (2016) [\[weblink to be inserted\]](#) assesses the role and characteristics of employment areas in the Borough, appraises future opportunities and pressures and provides background information for the proposed definition of principal and local employment areas.

### Proposed Policy Approach: EMP1 - PRINCIPAL EMPLOYMENT AREAS

**Spatial designations:** The following areas to be identified as Principal Employment Areas:

- Holmethorpe Industrial Estate
- Wells Place Industrial Estate
- Perrywood Business Park
- Salfords Industrial Estate

Theme 1: Growing a prosperous economy





**PROPOSED POLICY EMP1:**

Within the Principal Employment Areas, and subject to other policies within the DMP including DES1 and TAP1:

- 1) Planning permission will be granted for change of use to industrial and distribution uses.
- 2) Planning permission will be granted for the development of new, upgraded or extended industrial and distribution floorspace.
- 3) Development for other uses will only be permitted where the development proposal:
  - a) Would not adversely affect the operation or employment function of surrounding occupiers; and
  - b) Is for a use which is either:
    - i. ancillary to, and necessary to support the efficient operation or continued growth of, an existing business; or
    - ii. a small scale facility to serve the unmet needs of local employees; or
    - iii. an alternative employment generating use (excluding all Class A uses) which could not reasonably be located outside of a Principal Employment Area.

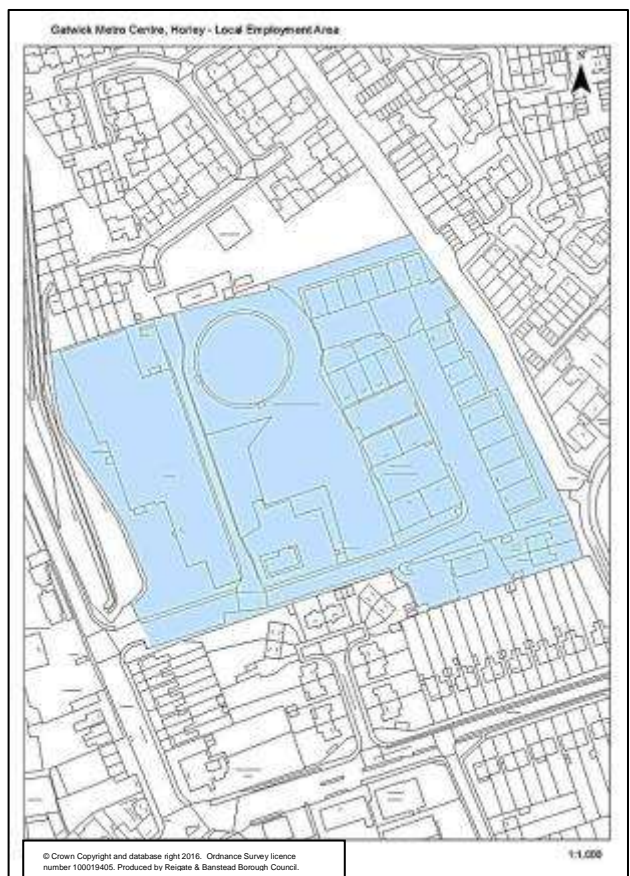
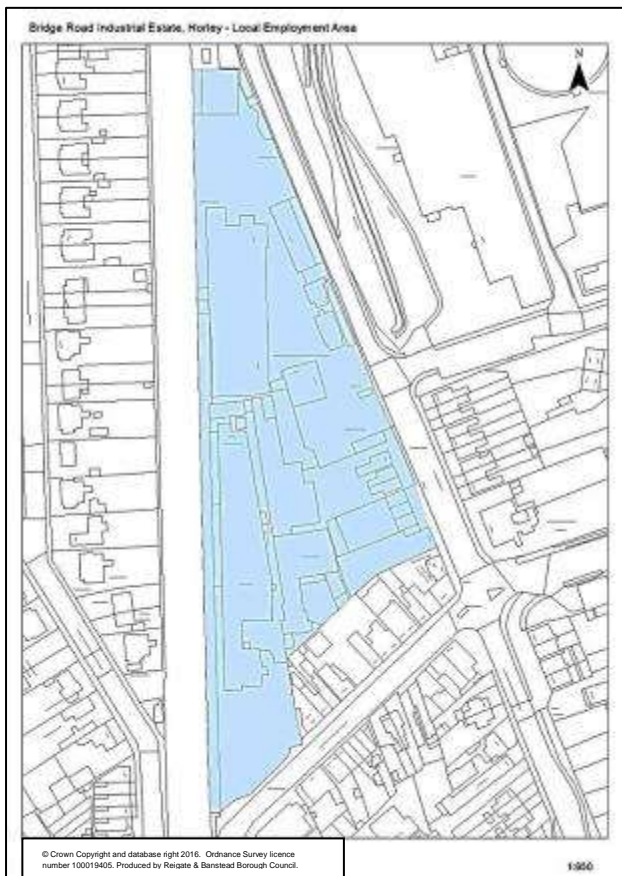
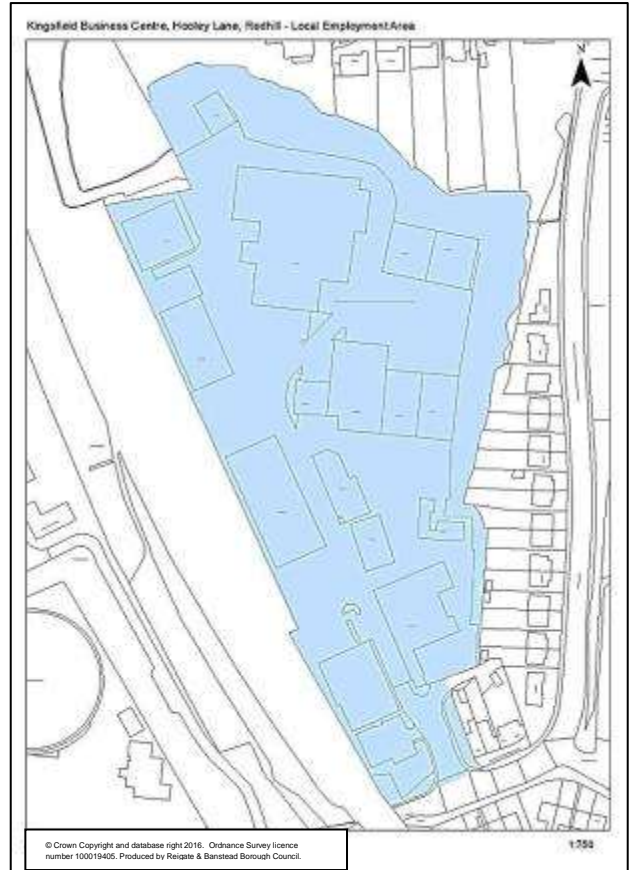
**Reasons:** The identified Principal Employment Areas are being suggested because they are locations of strategic importance due to their size, accessibility and commercial offer. The proposed policy approach recognises that there are a small number of established business locations in the borough which are particularly suited to industrial and distribution businesses which may include warehousing, manufacturing and waste management. The policy therefore seeks to support the continued role of these areas, acknowledging the contribution they make to the local economy. A degree of additional flexibility is proposed in order to enable these areas to continue to function in a sustainable and viable way, to enable businesses to grow/diversify and to encourage new businesses to locate here. Where other uses are proposed under (3), applicants will be required to provide evidence to demonstrate how the relevant considerations have been met including, for b(iii), evidence of alternative sites which have been considered and the reasons they have been discounted.

**Proposed Policy Approach: EMP2 - LOCAL EMPLOYMENT AREAS**

**Spatial designations:** The following areas to be identified as Local Employment Areas:

- Pitwood Park Industrial Estate
- Kingsfield Business Centre
- Balcombe Road Industrial Area: (Bridge Industrial Estate and Gatwick Metro Centre)

Theme 1: Growing a prosperous economy



**PROPOSED POLICY EMP2:**

Within the Local Employment Areas, and subject to other policies within the DMP including DES1 and TAP1:

- 1) Planning permission will be granted for change of use to, or development of new or extended accommodation for, the following uses provided the proposal is of an appropriate scale for the area and would not have an unacceptable impact on traffic movement and parking, compromise highway safety in the surrounding area or conflict with the amenity or operation of neighbouring land uses:
  - a) Industrial and distribution uses
  - b) Offices
  - c) Financial and professional services
  - d) Any other employment-generating uses (excluding all Class A uses other than A2).

**Reasons:** The identified Local Employment Areas are being suggested because they are locations which provide local opportunities for business location and development. The proposed policy introduces a greater degree of flexibility in these areas than in Principal Employment Areas in order to encourage and support small businesses, respond to existing business needs and improve the viability of these areas.

**Proposed Policy Approach: EMP3 – EMPLOYMENT DEVELOPMENT OUTSIDE OF EMPLOYMENT AREAS**

**Spatial designations:** Not applicable; applies borough-wide

**PROPOSED POLICY EMP3:**

Outside designated Employment Areas and Town Centres, and subject to other policies within the DMP including DES1, NHE5 and TAP1:

- 1) Planning permission will be granted for employment uses (excluding all Class A uses other than A2), including proposals to allow working at home (where there is no loss of residential unit and the use remains ancillary to the residential use), provided:
  - a) The proposal would not harm the character of the building or surrounding area
  - b) There would be no harm to the amenity of neighbouring properties/occupants through impacts such as noise, odour, fumes, litter, general disturbance and late night activity
  - c) The type, scale and intensity of the proposed business activity is appropriate to the locality and accessibility of the site

- d) Sufficient on-site, off-street parking is available to cater for both the business use and, where relevant, any remaining residential use.
- 2) Through the use of conditions, the Council may limit the type and level of activity, including hours or work, of any such employment uses.

**Reasons:** Whilst Employment Areas will continue to be the focus of economic activity in the borough, many small businesses (including new start-up enterprises) operate outside of these areas both for flexibility and to save on costs. This is increasing with improvements in communications technology and broadband speeds. To support entrepreneurship, the proposed policy seeks to provide opportunities for appropriate business uses, including home based businesses, to be introduced outside of designated Employment Areas provided they would not have adverse impacts on their locality. In assessing such impacts, consideration will be given to the movements of visitors, employees and deliveries as well as the operations and processes carried out on the site.

**Proposed Policy Approach: EMP4 – SAFEGUARD EMPLOYMENT LAND AND PREMISES WHERE THERE IS A REALISTIC PROSPECT OF CONTINUED USE**

**Spatial designations:** Not applicable; applies borough-wide

**PROPOSED POLICY EMP4:**

In relation to all employment development (in designated Employment Areas, Town Centres and outside those areas):

- 1) The loss of employment land and premises will only be permitted if:
  - a) It can be clearly demonstrated that there is no reasonable prospect of (or demand for) the retention or redevelopment of the site for employment use in the immediate or longer term; or
  - b) The loss of employment floorspace is necessary to enable a demonstrable improvement in the quality and suitability of accommodation.
- 2) Where loss is justified under (1) above, proposals for non-employment uses will only be permitted if they would not adversely affect the efficient operation or economic function of other employment uses or businesses in the locality.

**Reason:** Employment premises in the borough are under increasing pressure from alternative uses. The proposed policy recognises the importance of safeguarding viable employment land and premises, whilst also recognising the requirements of national policy that such land and premises should only be protected if there is a reasonable prospect of employment use. Applicants will be required to provide appropriate evidence, proportionate to the scale of the scheme, to demonstrate prospects of on-going employment use including, as a minimum, evidence of unsuccessful marketing.

**Proposed Policy Approach: EMP5 - DO NOT CONTINUE WITH THE AREAS FOR SMALL BUSINESSES DESIGNATION**

**Spatial designations:** Not applicable; applies borough-wide

**Proposed policy:** Not applicable

**Reason:** The current Area for Small Businesses designation and policy in the 2005 Borough Local Plan is no longer considered necessary, in the light of national policy changes (which have introduced a more flexible permitted development regime) and proposed DMP policies in relation to safeguarding employment uses, town centres and local centres, and protecting and enhancing local character.

**Proposed Policy Approach: EMP6 - DO NOT CONTINUE WITH THE TOWN CENTRE BUSINESS AREA DESIGNATION**

**Spatial designations:** Not applicable; applies borough-wide

**Proposed policy:** Not applicable

**Reason:** The current Town Centre Business Area designation and policy in the 2005 Borough Local Plan is no longer considered necessary. Offices are a main town centre use, and it is therefore proposed to incorporate these areas within Town Centre Boundaries. More information on Town Centre Boundaries is provided under policy approach RET2.

**Proposed Policy Approach: EMP7 – SUPPORT ACCESS TO ELECTRONIC COMMUNICATION NETWORKS**

**Spatial designations:** Not applicable; applies borough-wide

**PROPOSED POLICY EMP7:**

Across the borough:

- 1) The Council will expect new developments to be connected with high speed broadband. As a minimum, suitable ducting should be provided to the highway that:
  - a) can accept fibre optic cabling or other emerging technology and
  - b) can accommodate easy access for future repair, replacement and upgrading.Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be provided as appropriate, where possible and viable.
- 2) In addition to complying with other relevant DMP policies, including DES1, proposals for new telecommunications apparatus (including masts) will be

expected to meet the following criteria:

- a) Be sited and designed sympathetically to minimise the impact on the visual amenity, character and appearance of the surrounding area
- b) On buildings, be sited and designed sympathetically, with provision of screening where necessary, to minimise the impact on the external appearance of the building.

Applicants will be expected to demonstrate that options for sharing facilities and/or co-location with existing installations or structures have been explored and do not offer a practical alternative.

**Reason:** Access to high speed broadband benefits communities and businesses, including home-based businesses. Retrofitting can be costly and disruptive; therefore it is important that new development is designed to be 'future-proofed'. Superfast broadband should be incorporated to current agreed industry standards. Developers and infrastructure providers should engage early in the process to facilitate effective delivery. Telecommunications apparatus is also a vital part of providing access to electronic communications networks, however can – if poorly designed and sited – result in a loss of residential or visual amenity. Our proposed policy approach recognises that a balance needs to be struck between securing comprehensive coverage whilst safeguarding character, particularly in the most sensitive areas.

**Objective PE3: Help new development to deliver jobs and skills benefits for local people**

**Policy Context for EMP8**

National Planning Policy Framework

*Para 17:* ...Planning should...support local strategies to improve health, social and cultural wellbeing for all...

*Para 18:* The Government is committed to securing economic growth in order to create jobs and prosperity...

Core Strategy

*Policy CS5:* The Council will... work with ...skills providers ...to promote and deliver ...increased educational opportunities including support for identifying and developing vocational and skills improvement facilities in the borough.

**Evidence base for policy EMP8**

- [Homes and Communities Agency: Guidance and toolkit for developers and contractors](#)

**Proposed Policy Approach: EMP8 - SECURE LOCAL SKILLS AND TRAINING OPPORTUNITIES**

**Spatial designations:** Not applicable; applies borough-wide

**PROPOSED POLICY EMP8:**

Across the borough:

- 1) Developers of new residential development of 25 units or more, and non-residential development in excess of 1,000sqm size (gross), will be required to agree with the Council, and implement, a Training and Employment Plan demonstrating how the development will:
  - a) Provide or enable the delivery of new construction apprenticeships and other on-site training opportunities as follows:
    - i. Residential development: 1 new apprenticeship per 25 units for the first 100 units, followed by 1 new apprenticeship per 50 units
    - ii. Non-residential development: 1 new apprenticeship for the first 1,000sqm followed by 1 new apprenticeship per 2,500sqm.
  - b) For non-residential schemes, provide or support local training and placement schemes targeted at local residents in respect of any jobs created through the end use.

**Reason:** The Core Strategy supports the promotion of skills development opportunities for local people. The delivery of development in the borough provides an employment opportunity for borough residents and can help provide local people with the skills necessary both to fulfil the needs of local businesses and to make the most of job opportunities available. Provision of apprenticeships is already commonplace amongst house builders/contractors. This proposed policy seeks to secure this on a local basis but does not prescribe the mechanism through which the developer should secure these (thus need not introduce additional costs).



## Section 2: Town and Local Centres

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where:...neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options, [and] the wellbeing of communities is supported by accessible health, leisure, education and information services.

#### The Core Strategy Objectives:

SO17: To strengthen the vitality and viability of the borough's town centres and local shopping centres.

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

#### Core Strategy Policies

- *Policy CS7: Town and local centres*
- *Policy CS8: Areas 1-3/Figure 7*

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to town and local centres, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**PE4: Protect the vitality and viability of our town centre shopping areas**

**PE5: Protect the viability of smaller scale but vital local shopping areas**

**PE6: Ensure that both town and local centres are resilient and able to respond to future changes**

The proposed DMP policy approaches applicable to these objectives are:

RET1: Managing development within identified retail frontages

RET2: Ensuring a mix of uses within town centre frontages

RET3: Ensuring continued viability and vitality of Local Centres

RET4: Development proposals in smaller centres and for isolated shops

RET5: Temporary uses in vacant units

RET6: Managing the development of town centre uses outside town and local centres

RET7: Retail Warehousing

**Objective PE4: Protect the vitality and viability of our town centre shopping areas;**

**Objective PE5: Protect the viability of smaller scale but vital local shopping areas; and**

**Objective PE6: Ensure that both town and local centres are resilient and able to respond to future changes**

### **Policy Context for RET1 - 7**

#### National Planning Policy Framework

*Para 23:* Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres...LPAs should [amongst other things]:

- Define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres....Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites
- Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available
- Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres
- Recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites.

*Para 26:* When assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold.

#### Core Strategy

*Policy CS7:* The multipurpose role of town and local centres will be maintained and improved. These centres will accommodate most of the borough's new retail, social, community and leisure uses ... at a scale appropriate to their role.

The majority of comparison and convenience retail growth to meet the strategic needs of the borough and beyond will be accommodated in Redhill. Only limited growth will take place in all other centres...

The borough's hierarchy of town centres is as follows:

- i. Primary town centre: Redhill town centre is the prime focus for large-scale leisure, office, cultural and retail uses and developments.
- ii. Town centres: the Council will seek to maintain a balance of uses and development that promote both the vitality and viability of each individual centre:
  - Redhill town centre

Theme 1: Growing a prosperous economy

- Reigate town centre
  - Horley town centre
  - Banstead village centre
- iii. Local centres: these provide for more local needs and either currently offer accessible local services or will be the focus for investment in accessible local services.

Policy CS8: Areas 1 - 3/Figure 7:

	Area 1: The North Downs	Area 2a: Redhill	Area 2b: Reigate	Area 3: The Low Weald	Borough Total
Retail (subject to regular monitoring of demand levels)	Banstead Village Centre: At least 1,300sqm comparison and 1,200sqm convenience	Comparison: at least 19,350sqm (Redhill town centre)  Convenience (across Area 2a and 2b): at least 7,020sqm (the majority in Redhill town centre and a limited amount in Reigate town centre)		Comparison: At least 3,870sqm  Convenience: At least 2,340sqm	At least 25,800sqm comparison floorspace and at least 11,700sqm convenience floorspace

**Evidence base for policies RET1 – 7**

- Retail and Leisure Needs Assessment
  - The Retail Needs Assessment (2016) [\[weblink to be inserted\]](#) provides an up-to-date assessment of the likely retail growth and need for additional retail floorspace in the borough – and for each of the borough’s main centres - over the period to 2027, including both quantitative and qualitative requirements. The RNA conclusions are as follows:

Area 1: The North Downs	Area 2a: Redhill	Area 2b: Reigate	Area 3: The Low Weald	Borough Total
Banstead Village: Approx. 1,100 sqm comparison	Redhill: Approx. 7,500 sqm comparison  Reigate: Approx. 2,500 sqm comparison		Horley: Approx. 800 sqm comparison	Comparison floorspace: Approx. 12,900 sqm  Convenience floorspace: No significant quantitative need

- The [Retail and Leisure Needs Assessment](#) (2011) provided the evidence base for the retail figures set out in the Core Strategy. The Core Strategy notes the uncertainty in relation to longer term retail forecasting by identifying that these figures will be subject to regular monitoring of demand levels.
- Town Centre Evidence Papers
  - The Town Centres Review, Designations and Policy (2016) [[weblink to be inserted](#)] includes an analysis of uses in the borough's main town centres, and recommends town centre boundaries based on this analysis, and national policies and guidance. The document also assesses current uses within the borough's main town centres to recommend primary and secondary shopping frontages and retail thresholds to guide decision making on planning applications. In addition, the document provides justification for the proposed introduction of a locally set floorspace threshold for retail impact assessments on retail development proposals outside town centres, as allowed for by the NPPF.
  - The Retail Warehousing Areas Review, Designation and Policy (2016) [[weblink to be inserted](#)] provides an explanation of the definition of retail warehousing and a justification for the policy approach proposed.
- The Local Centres Review [[weblink to be inserted](#)] provides an assessment of existing and proposed new Local Centres, and makes recommendations about which areas should be designated as Local Centres.

### Proposed Policy Approach: RET1 – MANAGING DEVELOPMENT WITHIN IDENTIFIED RETAIL FRONTAGES

**Spatial designations:** This policy applies to:

- Primary and secondary frontages within town centres
- Local centres

#### **PROPOSED POLICY RET1:**

Within town centre primary and secondary frontages, and in local centres:

- 1) Development proposals must be designed in accordance with DES1 and TAP1 and:
  - a) Retain an active ground floor frontage which is accessible to the public from the street

- b) Be of a character and scale appropriate to the nature and function of the shopping area in which it is located
  - c) Not harm residential, public or visual amenity through impacts such as noise, odour, fumes, litter, general disturbance or late night activity
  - d) Not have an unacceptable impact on traffic, movement and parking, and would not compromise highway or pedestrian safety in the locality; and
  - e) Protect and where possible enhance the public realm through environmental improvements including provision of high quality surfacing and careful planting.
- 2) On upper floors, proposals for A1/2/3; B1a; D1/2 and C3 uses that make effective and efficient use of space will, subject to the above criteria, be considered favourably.

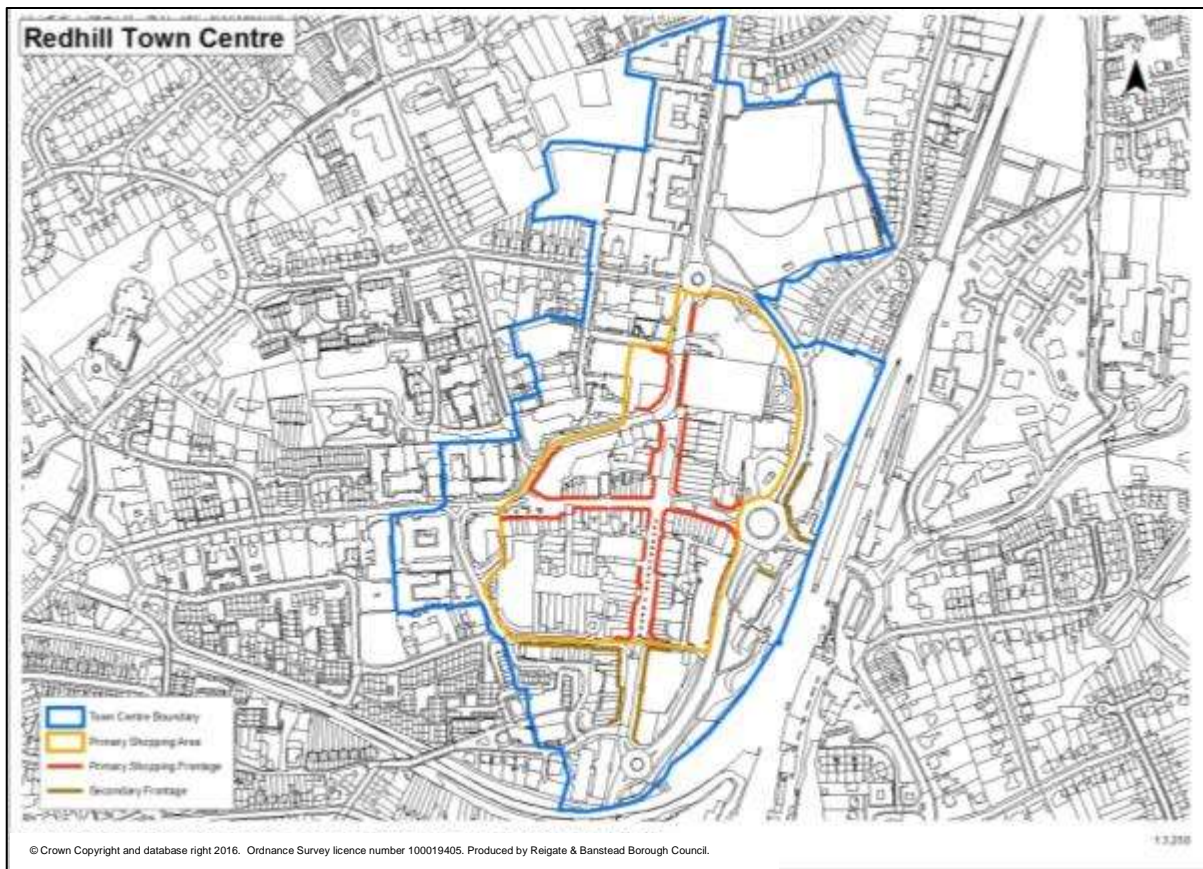
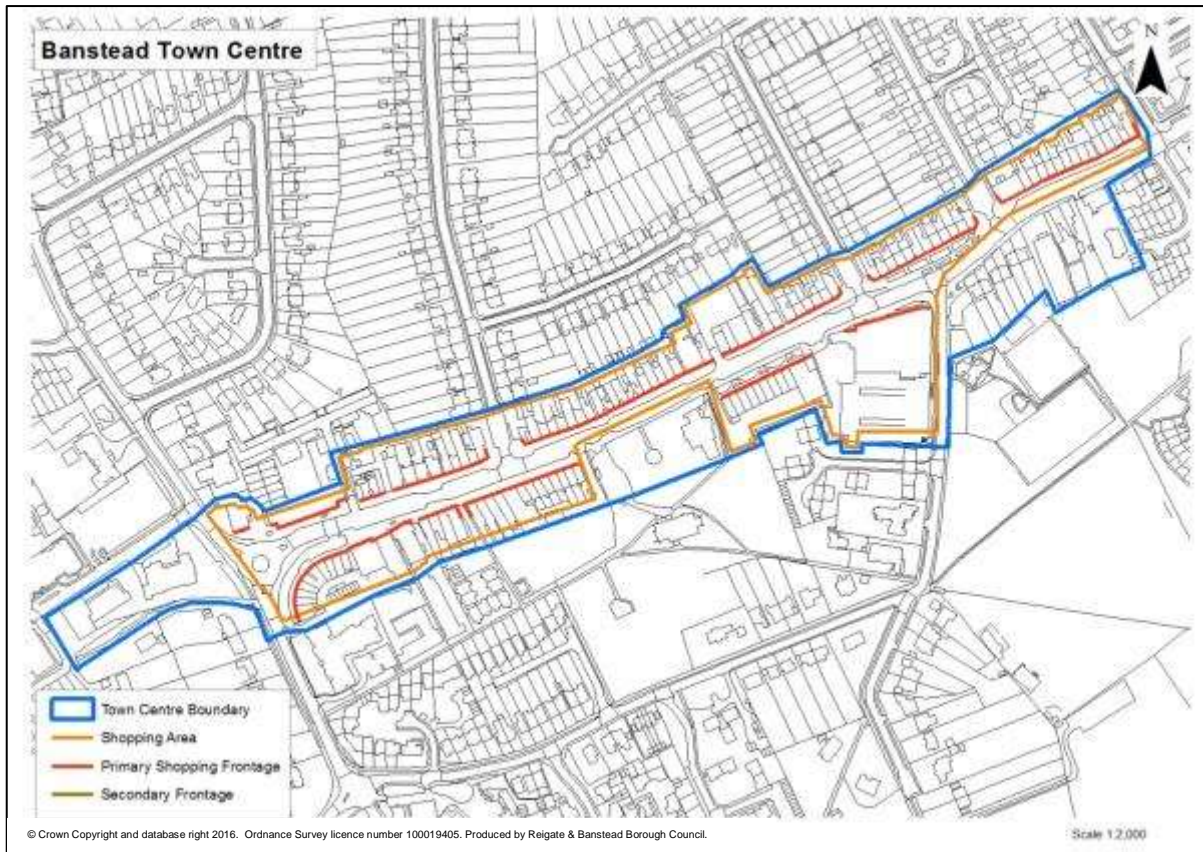
***Reason:*** This proposed policy applies to all development within identified town centre retail frontages and local centres, and seeks to ensure that new development continues to make a positive contribution to the retail areas within which it is located whilst minimising the impact on other surrounding uses, and on users of the retail areas.

#### **Proposed Policy Approach: RET2 – ENSURING A MIX OF USES WITHIN TOWN CENTRE FRONTAGES**

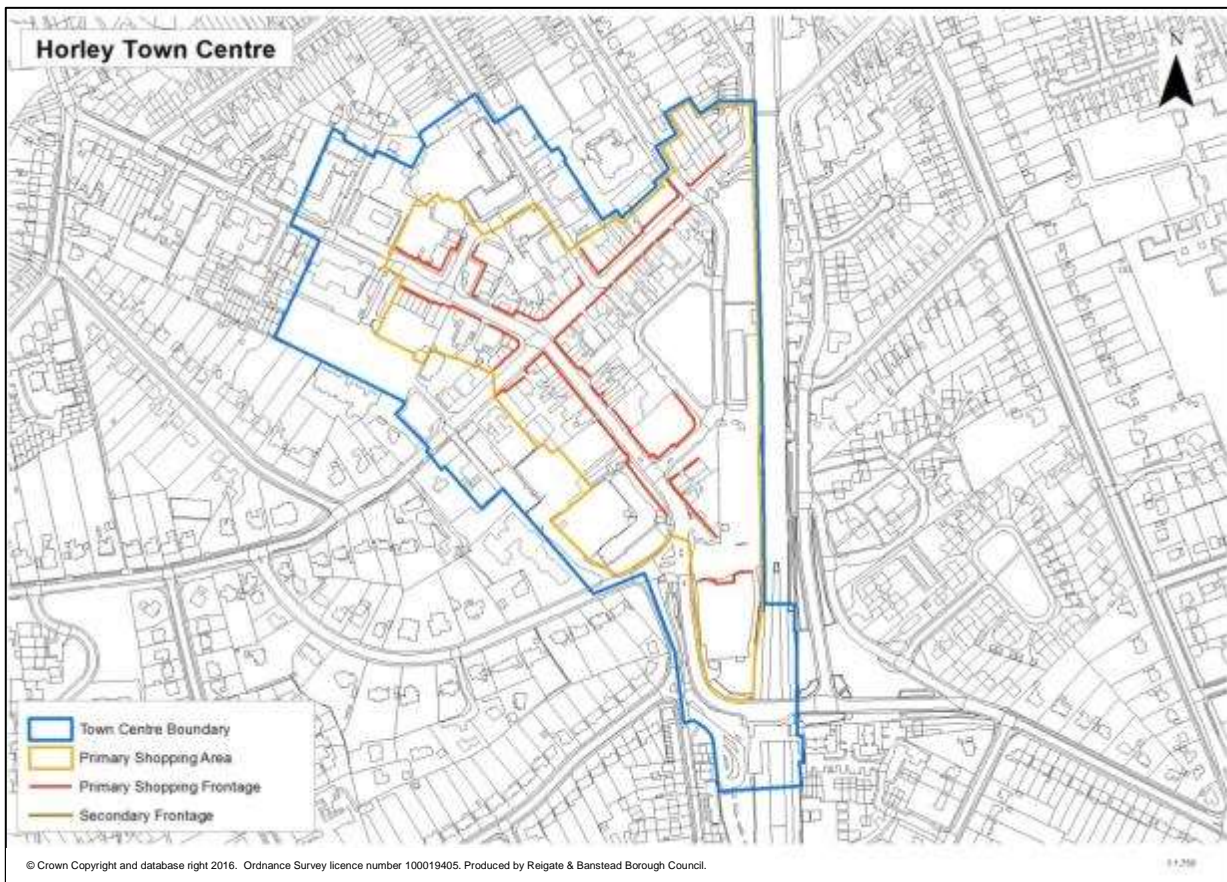
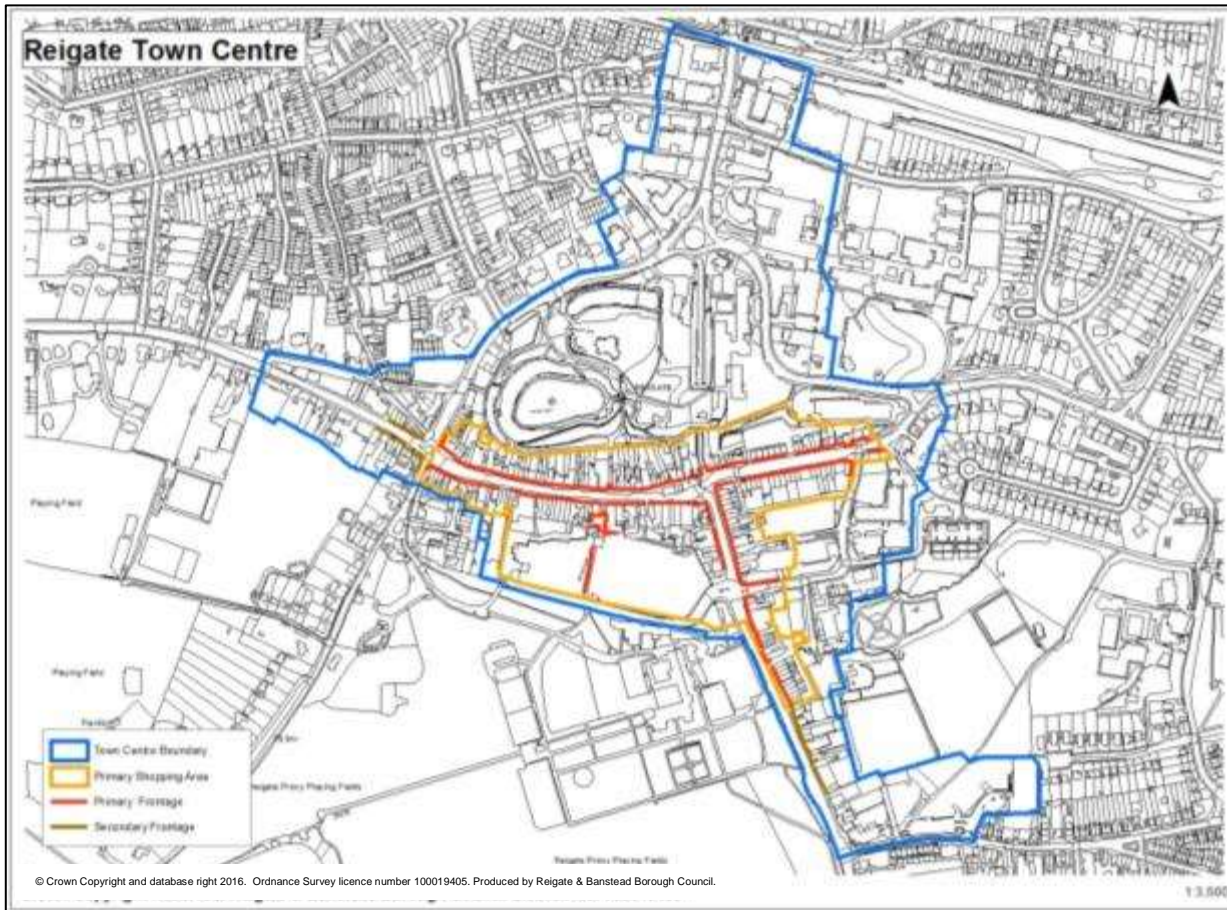
***Spatial designations:*** The following areas to be identified:

- Town Centre Boundaries
- Primary Shopping Areas
- Primary Shopping Frontages
- Secondary Shopping Frontages

Theme 1: Growing a prosperous economy



Theme 1: Growing a prosperous economy



### PROPOSED POLICY RET2:

In the borough's town centres, development proposals must be in accordance with RET1 and the following criteria:

- 1) Within primary frontages:
  - a) Proposals for non A1 use will be supported provided A1 occupancy compared to the total identified shopping frontage is:
    - above 70% in Reigate
    - above 65% in Banstead and Redhill
    - above 55% in Horley
  - b) Where a proposal would result in the proportion of A1 frontage falling below the relevant threshold, permission will only be granted where:
    - i. The proposal is for an A3 use in Horley or Redhill and would not bring about an overconcentration of such uses in the vicinity
    - ii. In all other cases, the unit has remained vacant for at least a 6 month period and it can be demonstrated
      - that reasonable attempts have been made, without success to let the premises for A1 use; and
      - that the proposed use would make a positive contribution to the vitality, viability, balance of services and/or evening economy of the town centre.
- 2) Within secondary frontages:
  - a) Proposals for non A1 use will be supported provided A1 occupancy compared to the total identified shopping frontage is:
    - i. above 55% in Reigate
    - ii. above 40% in Redhill
  - b) Where a proposal would result in the proportion of A1 frontage falling below the relevant threshold, permission will only be granted where it can be demonstrated that the proposed use would make a positive contribution to the vitality, viability, balance of services and/or evening economy of the town centre.
  - c) Where a loss of A1 use is proposed, A2-A4 or D2 uses will be considered more favourably than other uses.

**Reason:** It is important that a healthy balance of uses is maintained in the borough's town centres. Town centre boundaries are proposed which incorporate those areas where main town centre uses are focused. The primary shopping areas proposed reflect the concentrations of retail development within these town centres. The proposed policy enables the most important concentrations of retail activity to be protected, whilst accepting that other uses can provide a complementary offer that attract footfall and contribute to the overall vitality of a town centre. For Horley and Redhill an over concentration of A3 units is defined as creating (or further extending) a continuous frontage of two or more non-A1 units.



*Note about marketing periods: Normally properties should be marketed for a period of at least six months. However in some cases it may be more appropriate to consider a longer marketing period particularly where the shop is important to the local community. There may also be circumstances where a shorter marketing period may be acceptable if appropriate justification can be provided.*

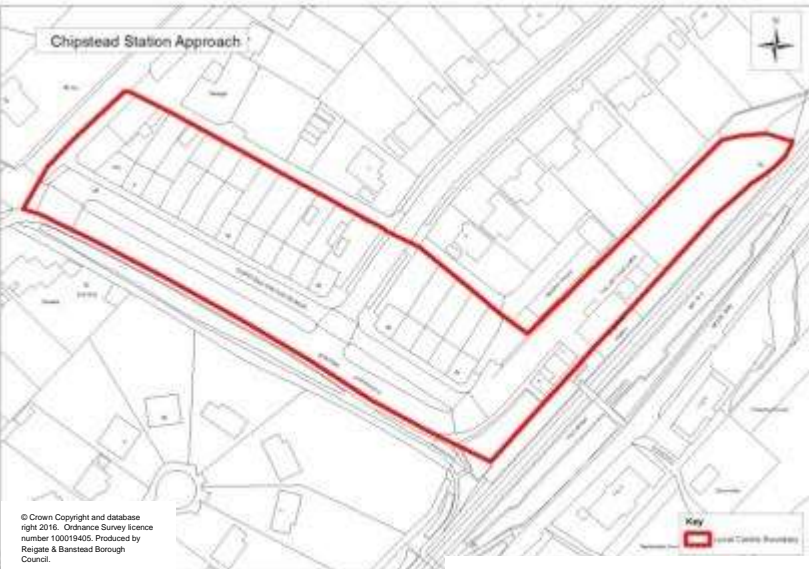
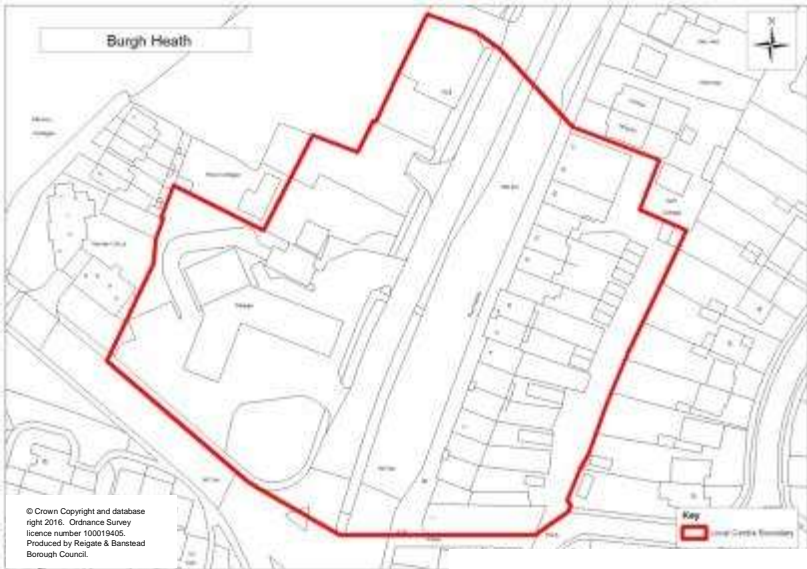
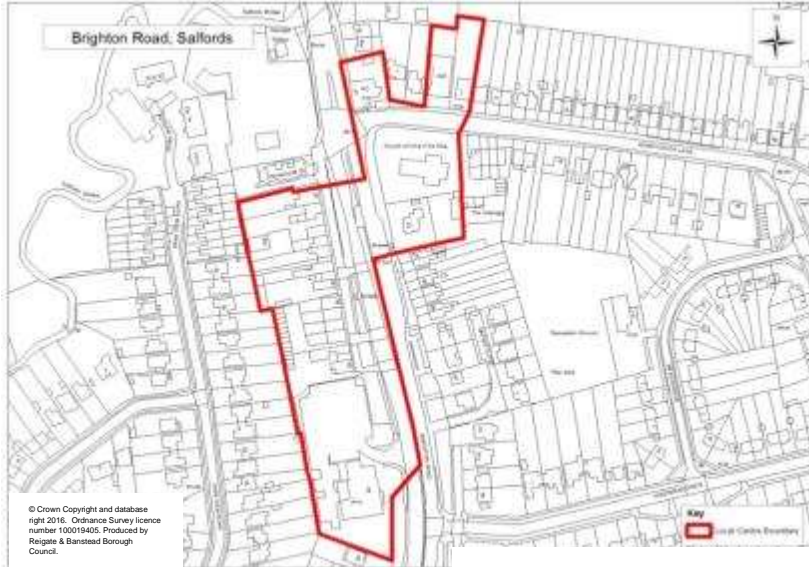
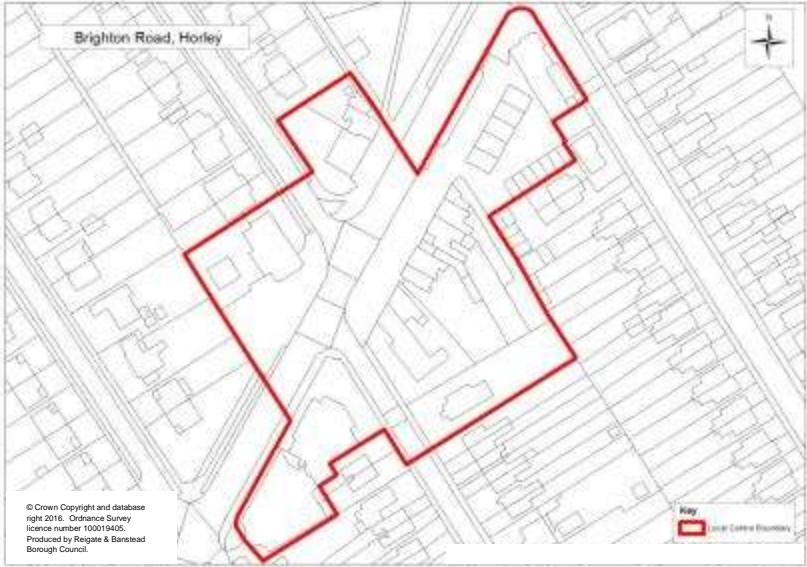
*It is proposed that the grant of planning permission for a change of use or redevelopment to a use not specified in RET2, 3, or 4 will only be considered if sufficient evidence is provided of how the property has been marketed for sale and/or let which demonstrates that the desired use cannot be secured at this site. That evidence should include the length of the marketing period and details of the marketing including advertising methods which are proportionate to the nature of the premises, details of the prices that the properties have marketed at and whether this represents a competitive local market rate. Consideration will be given to the location and type of shop and the community it serves and whether there are other shops in the vicinity.*

### **Proposed Policy Approach: RET3 – ENSURING CONTINUED VIABILITY AND VITALITY OF LOCAL CENTRES**

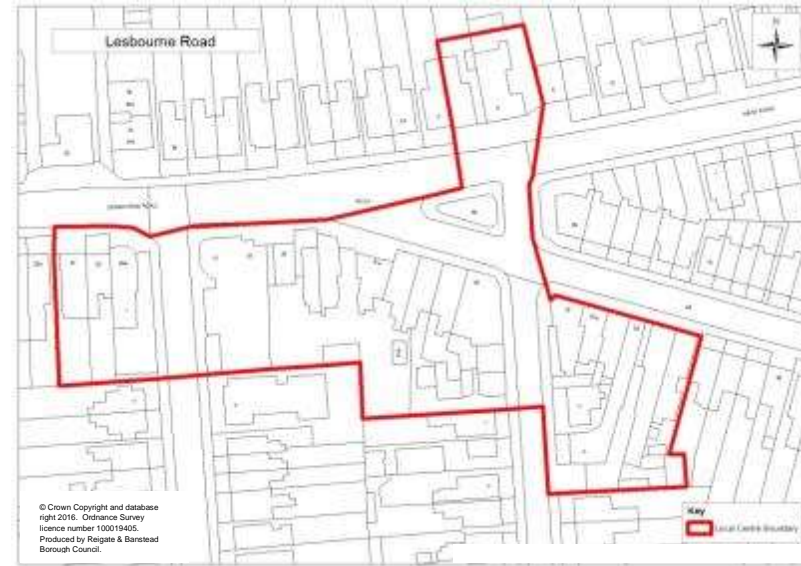
**Spatial designations:** The following areas to be identified as new Local Centres or if already existing in the Local Plan 2005, boundary to be amended:

Amended boundary	New local centre
<ul style="list-style-type: none"><li>• Brighton Road, Horley</li><li>• Brighton Road, Salfords</li><li>• Burgh Heath</li><li>• Chipstead Station Approach</li><li>• Drift Bridge</li><li>• Lesbourne Rd, Reigate</li><li>• Linkfield Corner, Redhill</li><li>• Lower Kingswood</li><li>• Merstham Village</li><li>• Nork Way</li><li>• Nutfield Rd, Merstham</li><li>• Portland Dr, Merstham</li><li>• Shelveys Way, Tadworth</li><li>• Tadworth</li><li>• Tattenham Corner</li><li>• Walton on the Hill</li><li>• Waterhouse Lane, Kingswood</li><li>• Woodhatch</li></ul>	<ul style="list-style-type: none"><li>• Holmesdale Road, Reigate</li><li>• Rectory Lane, Chipstead</li><li>• Station Road, Horley</li><li>• Tattenham Way</li><li>• Woodmansterne Street, Woodmansterne</li></ul>

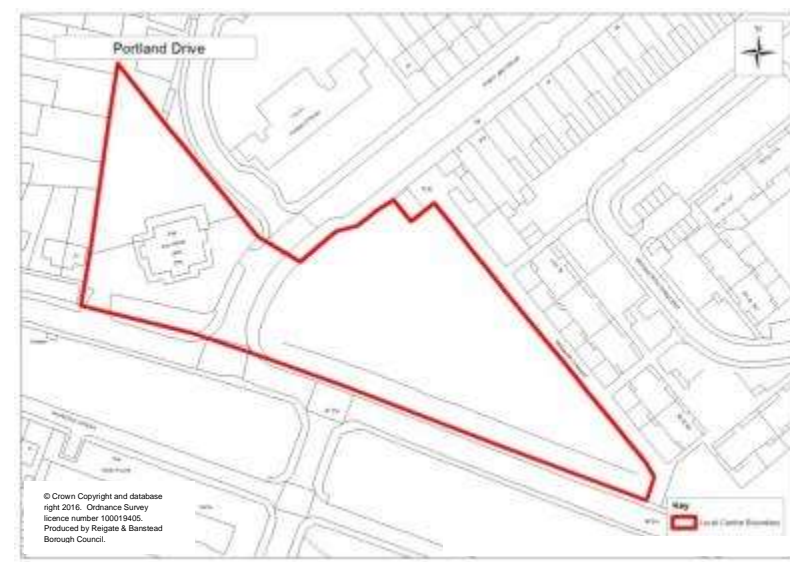
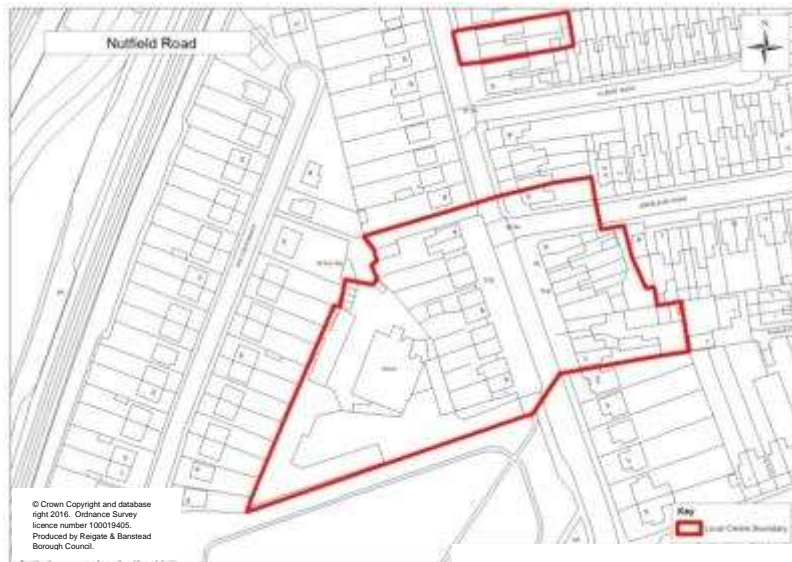
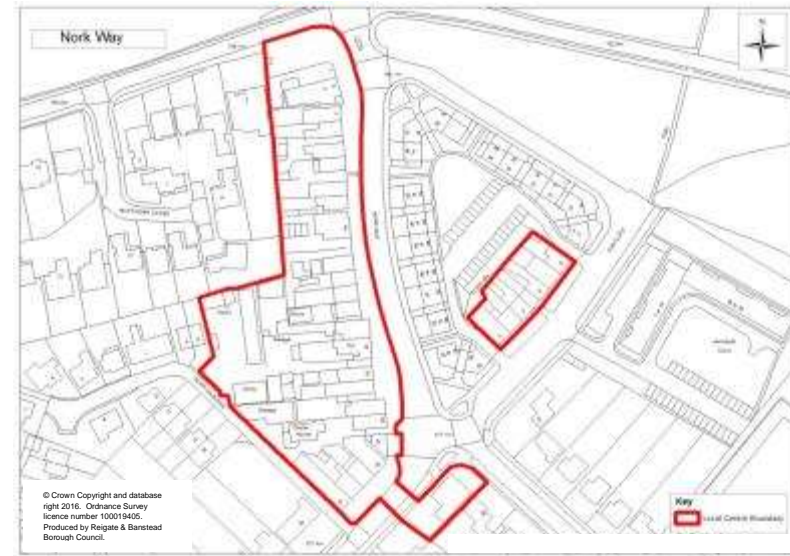
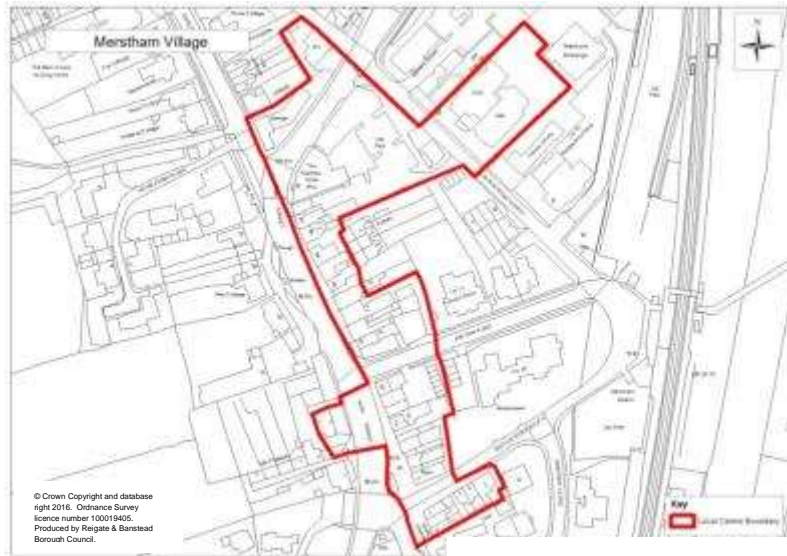
Amended Boundaries



Amended Boundaries

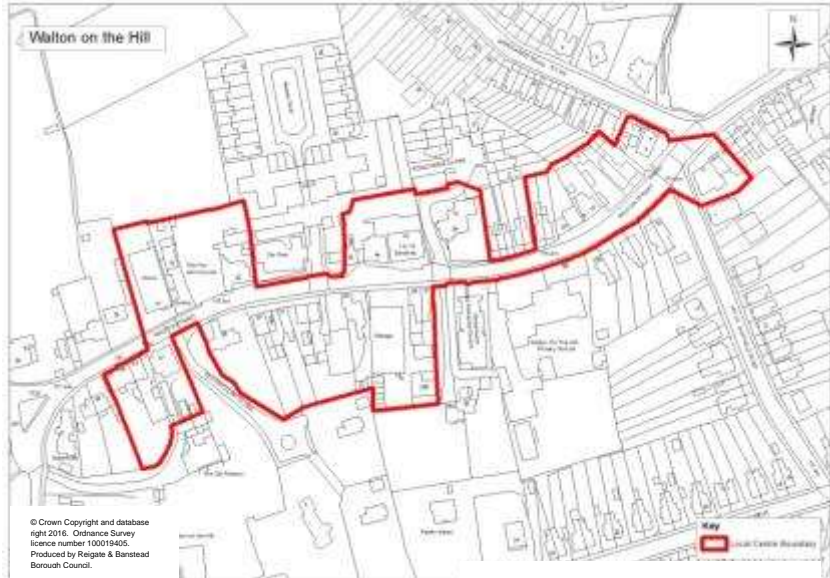
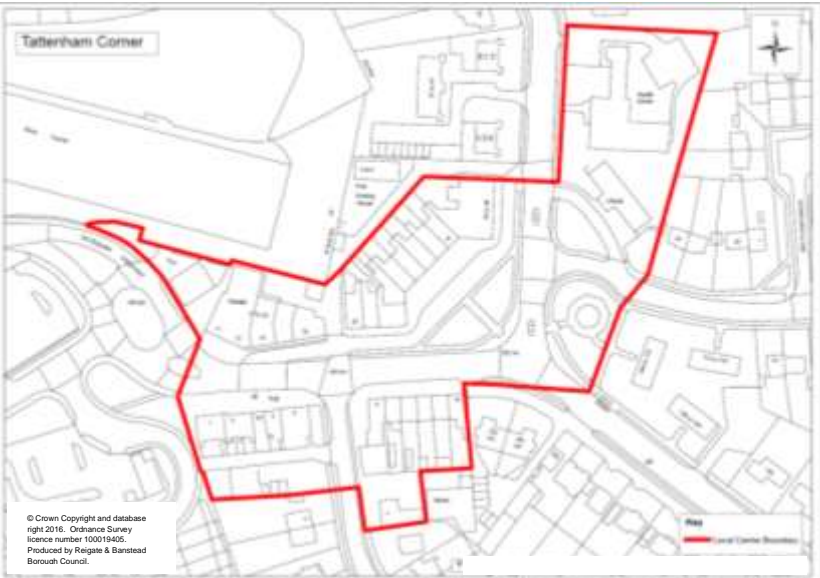
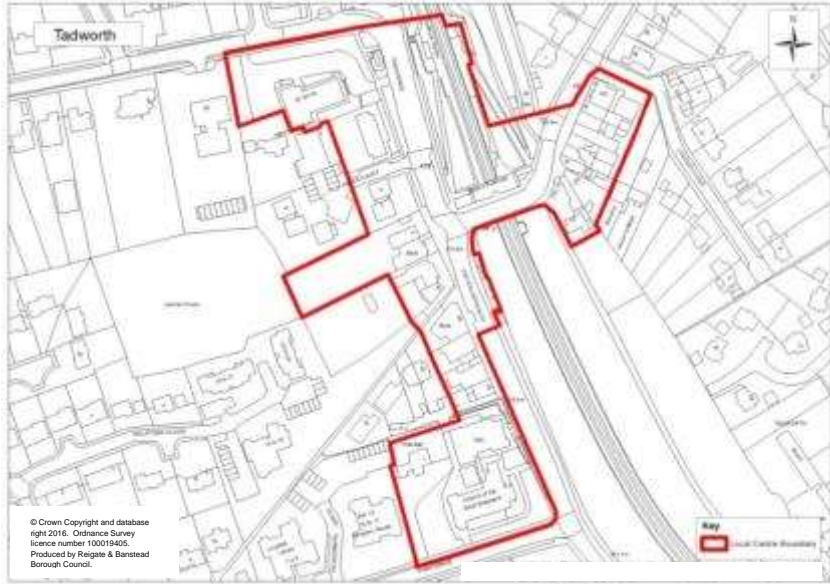
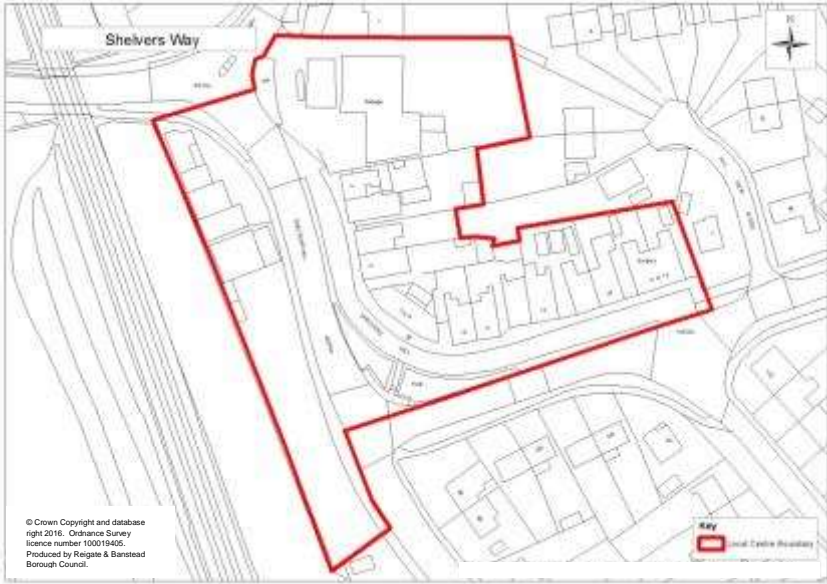


Amended Boundaries



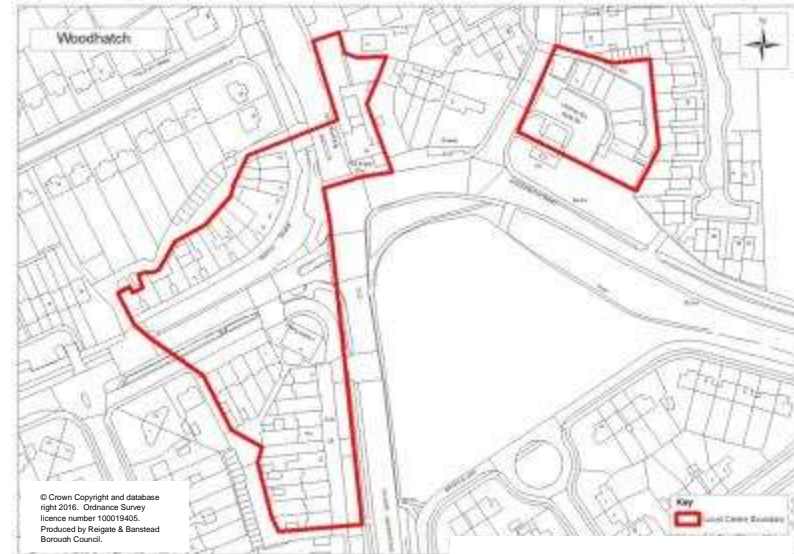
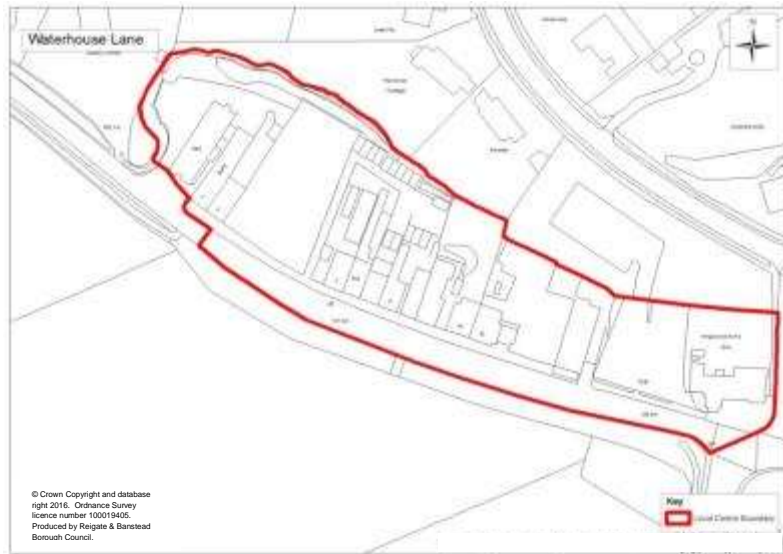
Theme 1: Growing a prosperous economy

Amended Boundaries

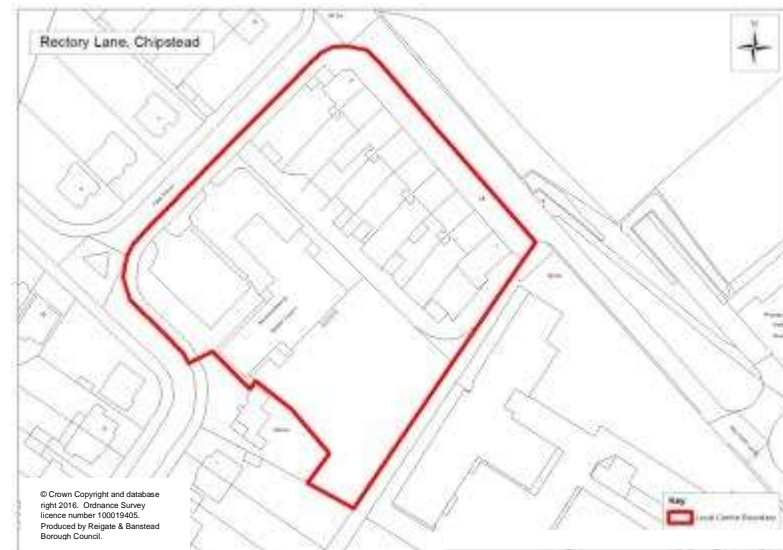
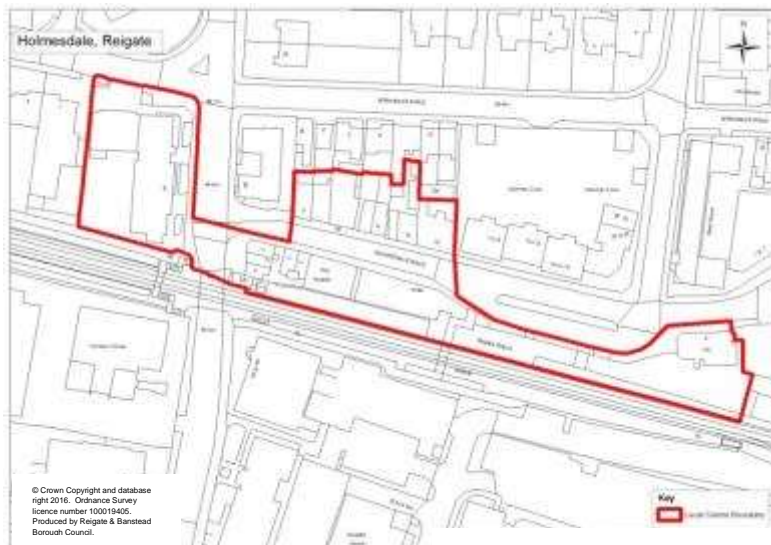


Theme 1: Growing a prosperous economy

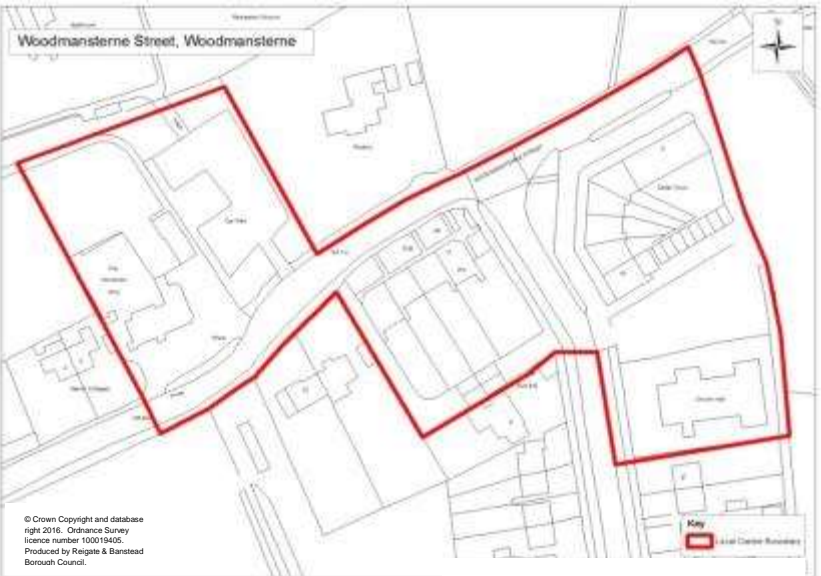
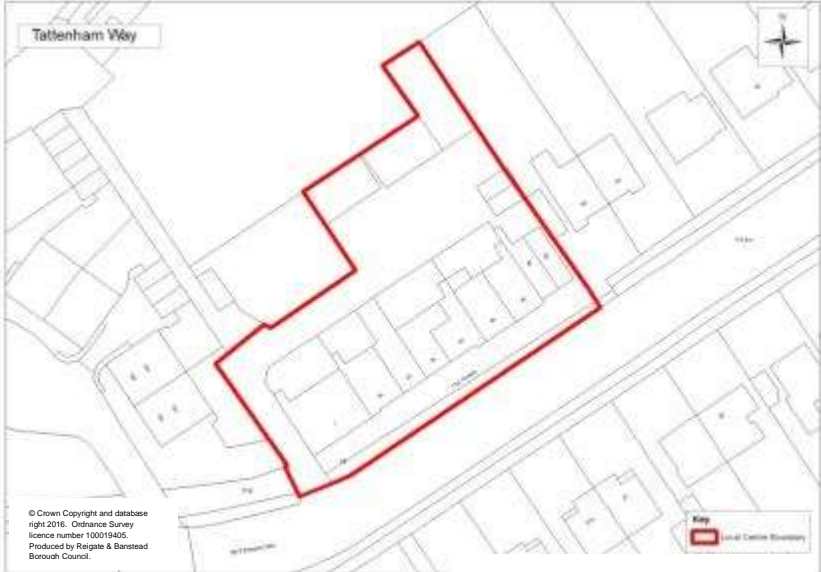
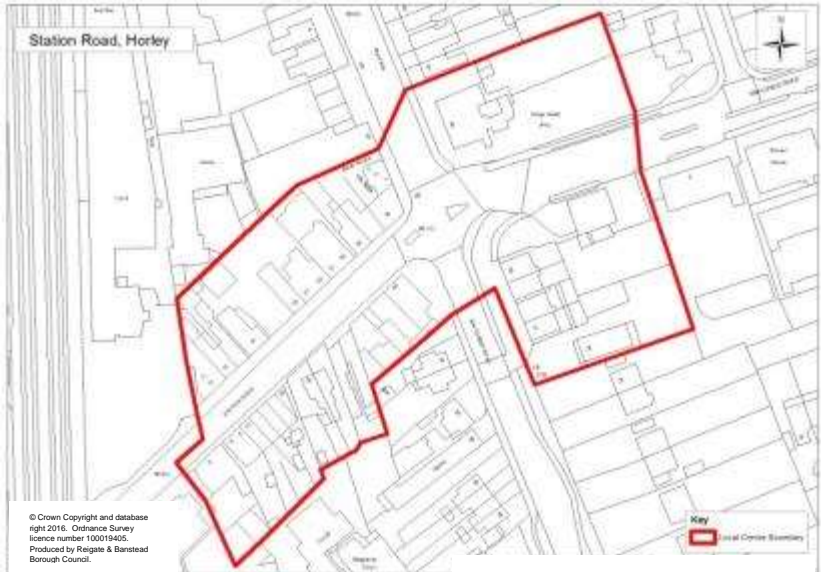
Amended Boundaries



New Boundaries



New Boundaries



**PROPOSED POLICY RET3:**

Within designated Local Centres, development proposals must be in accordance with RET1 and the following criteria:

- 1) New development should provide commercial units at ground floor level which are of a scale and type appropriate to the character and size of the centre. Units should be suitable for retail or community uses.
- 2) Proposals resulting in the loss of A1-A3 and D1/2 uses will be only permitted where:
  - a) The unit has remained vacant for at least a 6 month period and it can be demonstrated that reasonable attempts have been made, without success, to let or sell the premises for a shop and/or community use; and
  - b) The proposed use would make a positive contribution to vitality and viability and would not be harmful to the overall balance of services in the local centre.

***Reason:*** Local centres provide an important function, serving the local needs of communities, and providing shops, services and facilities that are easily accessible and reduce the need to travel. However, often these local centres come under pressure from alternative uses – this proposed policy recognises that retail, restaurant/cafes and community uses are particularly important to protect. Non-residential uses which contribute to the vitality and viability of the local centre will generally be encouraged over residential uses.

**Proposed Policy Approach: RET4 – DEVELOPMENT PROPOSALS IN SMALLER CENTRES AND FOR ISOLATED SHOPS**

***Spatial designations:*** Not applicable; applies borough-wide

**PROPOSED POLICY RET4:**

1. Across the borough, within smaller centres that are not designated as local centres and for isolated shops, proposals resulting in the loss of retail uses will be permitted where:
  - a) The proposed use would contribute to the vitality and vibrancy of the area or the availability of important services in the locality; or
  - b) The use proposed is a community facility which would materially benefit local residents; or
  - c) The unit has remained vacant for at least a 6 month period and it can be demonstrated that reasonable attempts have been made, without success, to let or sell the premises for a retail or community use.



**Reason:** Small centres and isolated shops can provide a useful service for local residents. Our proposed policy seeks to retain such units in uses that make a contribution to the local community where possible, whilst recognising that in some circumstances this may not be viable.

### Proposed Policy Approach: RET5 - TEMPORARY USES IN VACANT UNITS

**Spatial designations:** This policy applies to:

- Primary and secondary frontages within town centres
- Local centres

#### PROPOSED POLICY RET5:

Within town centre frontages and local centres, proposals for temporary or time-limited use of vacant units will be supported for periods of up to 6 months where they are in accordance with RET1 and the following criteria:

- 1) The unit has remained vacant for at least 3 months.
- 2) The proposed use would contribute to the vitality and vibrancy of the shopping area.

**Reason:** Temporary uses provide a means of bringing long-term vacant units back into use. This proposed policy recognises that some temporary uses can make a positive contribution to a shopping area, and seeks to support planning applications for these uses where they would not undermine the vitality and vibrancy of the shopping areas or have a negative impact on the amenity of the locality.

### Proposed Policy Approach: RET6 – MANAGING THE DEVELOPMENT OF TOWN CENTRE USES OUTSIDE TOWN AND LOCAL CENTRES

**Spatial designations:** Applicable to all parts of the borough outside town and local centres

#### PROPOSED POLICY RET6:

- 1) Retail and other main town centre uses should be located within town and local centres.
- 2) Proposals that seek to locate or expand retail and other town centre uses in edge of centre or out of centre locations must demonstrate that:
  - a) There are no sequentially preferable sites available to accommodate the proposed development;
  - b) The proposal would not have a significant adverse impact on:
    - i. The vitality and viability of, or consumer choice and trade within, existing

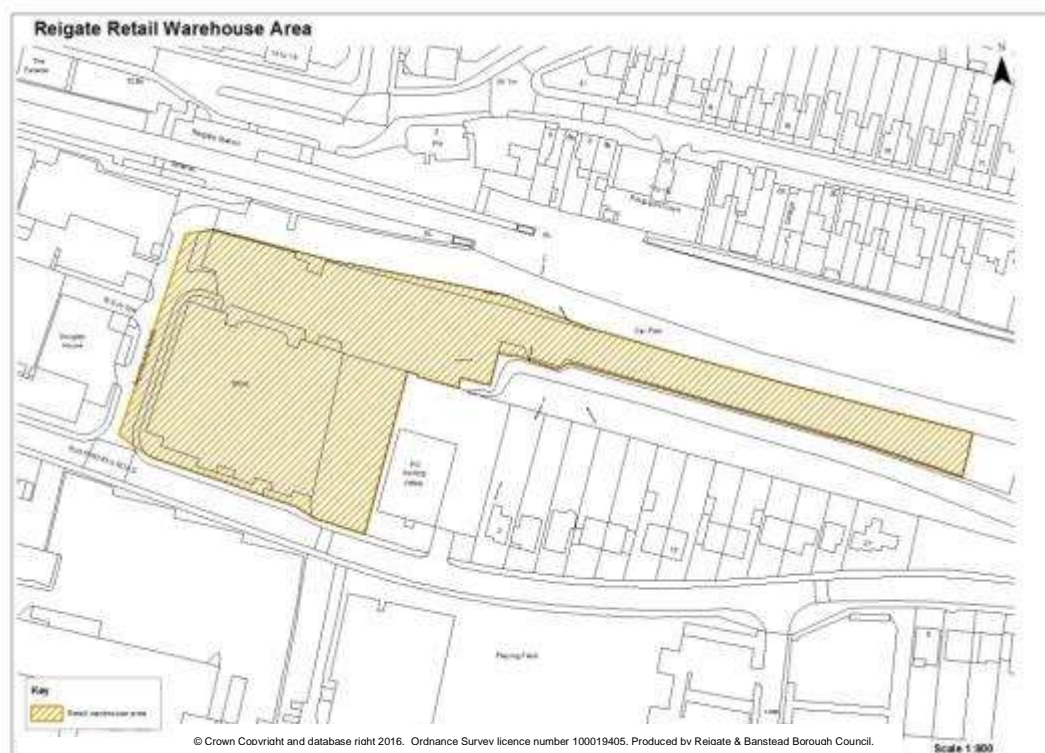
- nearby centres;
- ii. Existing, committed and planned public and private investment in those centres.
- 3) An impact assessment will be required to support applications in the following circumstances:
- a) Comparison retail development exceeding 150sqm
  - b) Convenience retail exceeding 250sqm
  - c) Development for other retail, leisure and office uses exceeding 2,500sqm.

**Reason:** National Planning Policy sets a 'default' threshold requiring impact assessments for development proposals for retail, leisure and office developments of over 2,500sqm outside town centres (where these are not in accordance with the Local Plan). It also allows for locally set thresholds. The Council is proposing to introduce locally set thresholds for impact assessment of retail proposals outside town centre as such developments may have the potential to negatively impact on the vitality and viability of town centres.

### Proposed Policy Approach: RET7- RETAIL WAREHOUSING

**Spatial designations:** This policy applies to the following retail warehouse areas:

- Reigate (Rushworth Road)
- Redhill (Brighton Road)





#### PROPOSED POLICY RET7:

- 1) Development proposals for retail warehousing will not be permitted unless the proposal falls within a designated Retail Warehouse area or any other sites specifically allocated for retail warehousing. Retail warehousing uses are defined as those which usually occupy a single floor, cater for car-borne customers, and which sell bulky durable and household goods (such as carpets, DIY, furniture, domestic appliances).
- 2) In considering proposals for retail warehousing, particular regard will be given to:
  - a) The scale of the proposals; and
  - b) The impact of the proposals on the stability, sustainability, vitality and viability of existing town and local centres; and
  - c) The impact on traffic and parking in the surrounding area.
- 3) Where appropriate, the range and type of goods sold may be managed by conditions or legal agreement.

**Reason:** It is recognised that some retail warehousing uses are not appropriate for town centres. This policy identifies those areas of the borough that are established and recognised as destinations for retail warehouses, and makes provision for their continued use as such. Controlling the types of retail uses in these areas will ensure that they do not detract from or have a negative impact on the vitality and viability of existing town centres.

## **Theme 2: Building self reliant communities**

**Summary of 'Building self reliant communities' objectives and proposed policy approaches**

**[Insert Table – Theme 2 sections, objective and policies]**

## Section 1: Design, character and amenity

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...neighbourhoods are renewed, improved and supported...

#### The Core Strategy Objectives:

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

SO6: To maintain and enhance the identified character and separate identities of the borough's towns and other urban areas

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.

SO11: To ensure that the types of dwellings built are suited to the requirements of the forecasted local population...

#### Core Strategy Policies

- *Policy CS4:* Valued townscapes and the historic environment
- *Policy CS10:* Sustainable development
- *Policy CS11:* Sustainable construction
- *Policy CS14:* Housing needs of the community

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to design, character and amenity, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness**

The proposed DMP policy approaches applicable to this objective are:

DES1: The design of new development

DES2: Back garden land development

DES3: Residential Areas of Special Character

DES4: Tall Buildings

**SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants**

The proposed DMP policy approaches applicable to this objective are:

DES5: Housing mix

DES6: Delivering high quality homes

**SC3: To minimise the impacts of development, and the development process on local residents and local amenity**

The proposed DMP policy approaches applicable to this objective are:

DES7: Self and custom build

DES8: Construction management

DES9: Safeguarding against the effects of noise, air and light pollution, and remediating contaminated land

DES10: Control of advertisements & shop front design

**Objective SC1: To ensure that new development makes the best use of land whilst also being well designed and protecting and enhancing local character and distinctiveness**

#### **Policy Context for DES1 - 4**

##### National Planning Policy Framework

*Para 53:* Local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens...

*Para 57:* It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

*Para 58:* Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

*Para 59:* ...design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally.

*Para 60:* Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.

*Para 61:* Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections

between people and places and the integration of new development into the natural, built and historic environment.

Core Strategy

*Policy CS4:* Development will be designed sensitively to respect, conserve, and enhance the historic environment, including heritage assets and their settings. ...Development will respect, maintain and protect the character of the valued townscapes in the borough, showing consideration for any detailed design guidance that has been produced by the Council for specific built-up areas of the borough. Proposals will: ...be of a high quality design which takes direction from the existing character of the area and reflects local distinctiveness, [and] be laid out and designed to make the best use of the site and its physical characteristics, whilst minimising the impact on surrounding properties and the environment

*Policy CS10:* Development will make efficient use of land, giving priority to previously developed land and buildings within the built up areas; [and] be at an appropriate density, taking account of and respecting the character of the local area and levels of accessibility and services...

**Evidence base for policies DES1 - 4**

- Review of Residential Areas of Special Character [\[weblink to be inserted\]](#) reviews existing Residential Areas of Special Character (RASCs) and assesses other suggested RASC candidate areas.

**Proposed Policy Approach: DES1 – THE DESIGN OF NEW DEVELOPMENT**

**Spatial designations:** Not applicable; applies borough-wide

**PROPOSED POLICY DES1:**

All types of development, across the borough, will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings.

- 1) Planning permission will be granted for new development which:
  - a) Promotes and reinforces local distinctiveness through the use of high quality materials, landscaping and building detailing
  - b) Makes efficient use of land whilst taking into account, and respecting, local character and levels of accessibility to infrastructure and services
  - c) Responds appropriately to the character of the area, respecting the prevailing pattern of plot size, plot layout and building siting, roofscapes, mass, bulk and height, and views into and out of the site
  - d) Provides an appropriate environment for future occupants whilst avoiding

harm to the amenity of occupants of existing nearby buildings including by way of:

- i. obtrusiveness, overshadowing, overlooking and loss of privacy
  - ii. an increase of visual intrusion due to poorly designed vehicle parking
  - iii. an unacceptable increase in noise, vibration, fumes or light pollution (see also DES8)
- e) Creates a safe environment by minimising opportunities for crime and incorporating natural surveillance where possible, with developments meeting Secured by Design where appropriate
- f) Provides for discrete waste and recycling bin storage and collection
- g) Incorporates appropriate landscaping to mitigate the impact, and complement the design, of new development. Schemes should protect and enhance natural features by:
- i. incorporating existing landscaping into scheme design where feasible. Loss of existing features (including trees and hedges) should be justified and replaced within a scheme as appropriate (see also NHE3)
  - ii. integrating new landscaping, both hard and soft, and boundary treatments which use appropriate local materials and/or species
  - iii. providing details about how future maintenance of existing and new landscape works will be managed. Where necessary, conditions will be used to secure the delivery of landscaping schemes, protection of natural features during the course of development and requirements for replacement planting.
- h) Achieves, where applicable, an appropriate transition from urban to rural
- i) Makes adequate provision for access, parking, servicing, circulation and turning space designed to latest guidance (see also TAP1)
- j) Contributes to the delivery of green infrastructure assets and networks (see also NHE4)
- k) Is accessible and inclusive for all users, including for people with disabilities or mobility constraints (See also DES6)
- l) Includes measures to mitigate and adapt to climate change. Micro-generation should be considered for new development and where proposed should be incorporated sensitively into the proposed design (see also NHE1)
- m) Includes appropriate sustainable urban drainage systems (SUDS), including where changes to existing buildings are proposed. All developments should aim to achieve a reduction in the existing runoff rate, but at the very least must not result in an increase in runoff.



**Reasons:** The character and local distinctiveness of Reigate & Banstead is part of what makes the borough special. The proposed policy approach to securing high quality design recognises that good quality design can address a number of planning issues and priorities. These include not only the visual contribution of the building and the landscaping within which it sits, but also safeguarding local amenity, minimising the risk of crime, enabling and promoting waste minimisation, and contributing to wider objectives of securing green infrastructure networks and contributing to climate change mitigation and adaptation. Development should address the character and appearance of its surroundings in relation to the immediate vicinity and also the broad locality within which a site is situated, taking into account local topography and accessibility to local services. Sustainable urban drainage systems should be considered for all development to reduce the effect on the quality and quantity of run-off from a development, and provide amenity and biodiversity benefits. The proposed policy approach will be supported by supplementary planning guidance which will provide a greater level of detailed design guidance on design-related matters. There is existing guidance from the Council which should be taken into account including: [Making Space for Waste Management in New Developments](#), [Local Distinctiveness Design Guide](#) and [Householder extensions and alterations](#).

### Proposed Policy Approach: DES2 – BACK GARDEN LAND DEVELOPMENT

**Spatial designations:** Not applicable; applies borough-wide

#### **PROPOSED POLICY DES2:**

Where residential development is proposed on back garden land it will be required to comply with the following criteria, in addition to those in other relevant policies including DES1 and TAP1:

- 1) Residential development involving back garden land development will be required to:
  - a) Be designed to reflect the scale, form and external materials of existing buildings in the locality
  - b) Be of a height, bulk and mass, and sited, to ensure the development does not appear prominent and conspicuous within the existing street scene
  - c) Incorporate plot widths, front garden depths and spacing between buildings which reflect the prevailing layout in the locality
  - d) Retain, and where possible incorporate, mature trees and hedges, and other significant existing landscape features, and include grass verges and street planting that supports wildlife and maintains green corridors
- 2) Proposals that would cumulatively result in multiple, closely spaced access points through the existing street frontage will be resisted. Back garden development should seek to protect, and not create an undue disruption to,

the character and appearance of an existing street frontage, particularly where the form and rhythm of development within the existing street frontage is uniform.

**Reason:** Residential gardens can contribute significantly to the local character of an area, green infrastructure, wildlife and biodiversity, as well as the local amenity of residents. However, if well designed, back garden development represents a type of development that can help make the most efficient use of land in the Borough, continuing to be an important source of housing supply. Poorly designed, back garden development has the potential to impact on the character and residential amenity of local areas, particularly where multiple developments occur in close proximity. A particular emphasis on sensitive design in these locations is therefore necessary. Back garden development should address the character and appearance of its surroundings in relation to the immediate vicinity and also the broad locality within which a site is situated.

### Proposed Policy Approach: DES3 - RESIDENTIAL AREAS OF SPECIAL CHARACTER

**Spatial designations:** The following areas to be identified as RASCs or if existing in the Local Plan 2005 to be amended or retained (see also Annex 5):

#### Retention of existing RASCs from the 2005 Local Plan

- **Horley:** Meath Green Lane
- **Reigate:** High Trees Road
- **Reigate:** Alma Road & Alders Road
- **Reigate:** Pilgrims Way & Beech Road
- **Walton-on-the-Hill:** Nursery Road & Hurst Green

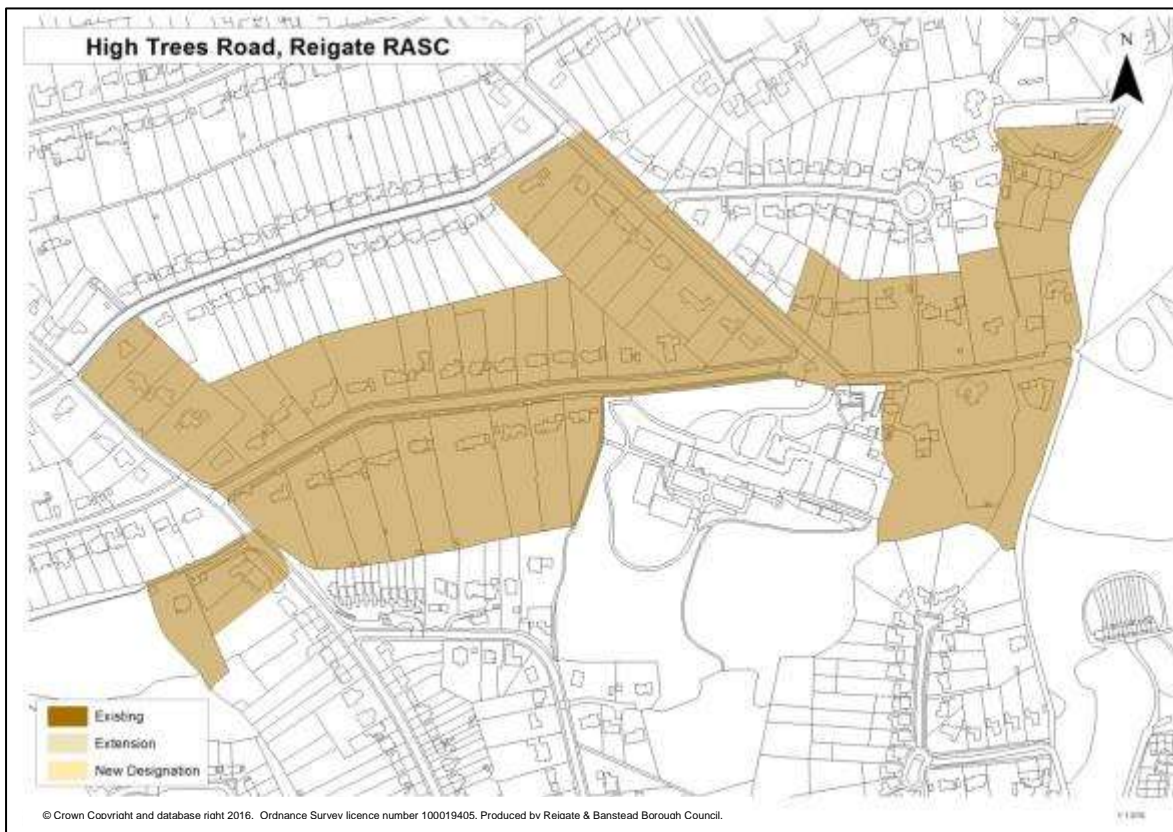
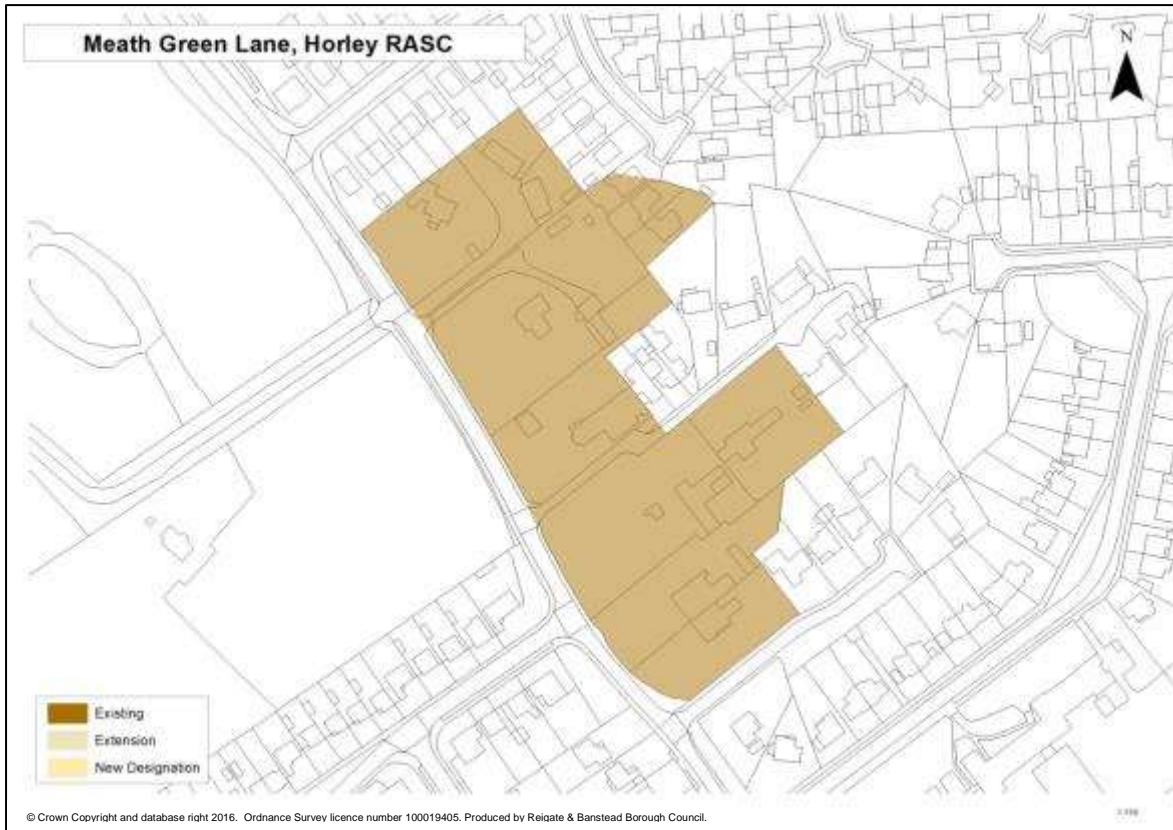
#### Boundary Amendments – update of the 2005 Local Plan RASCs

- **Chipstead:** Walpole Avenue
- **Kingswood:** The Warren & The Glade
- **Tadworth:** The Avenue

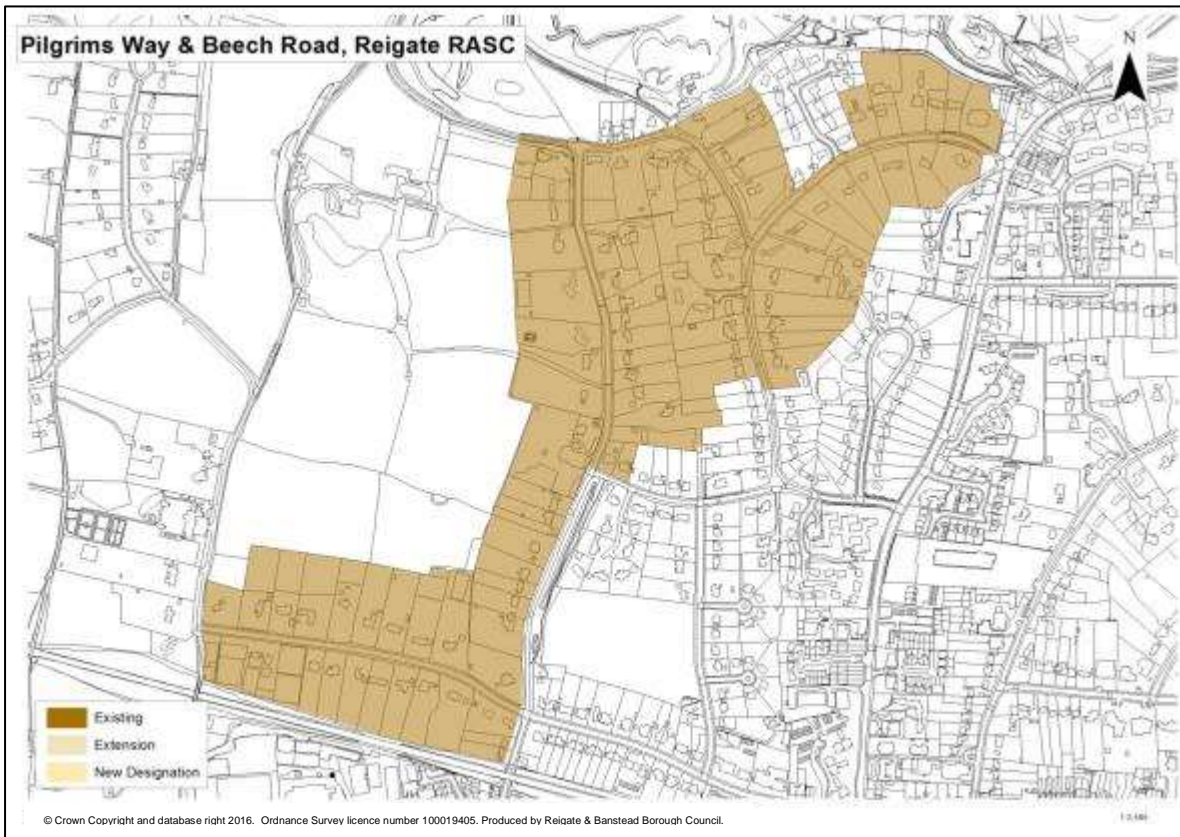
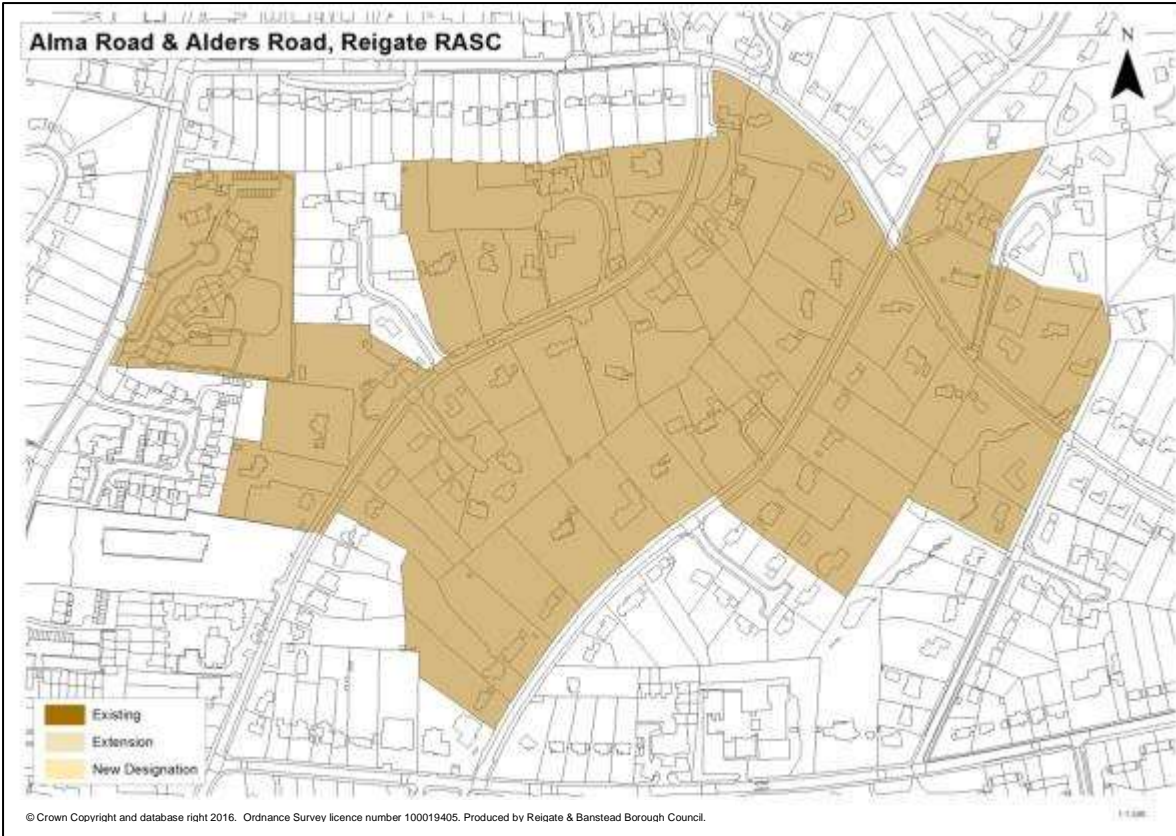
#### New RASC Designations

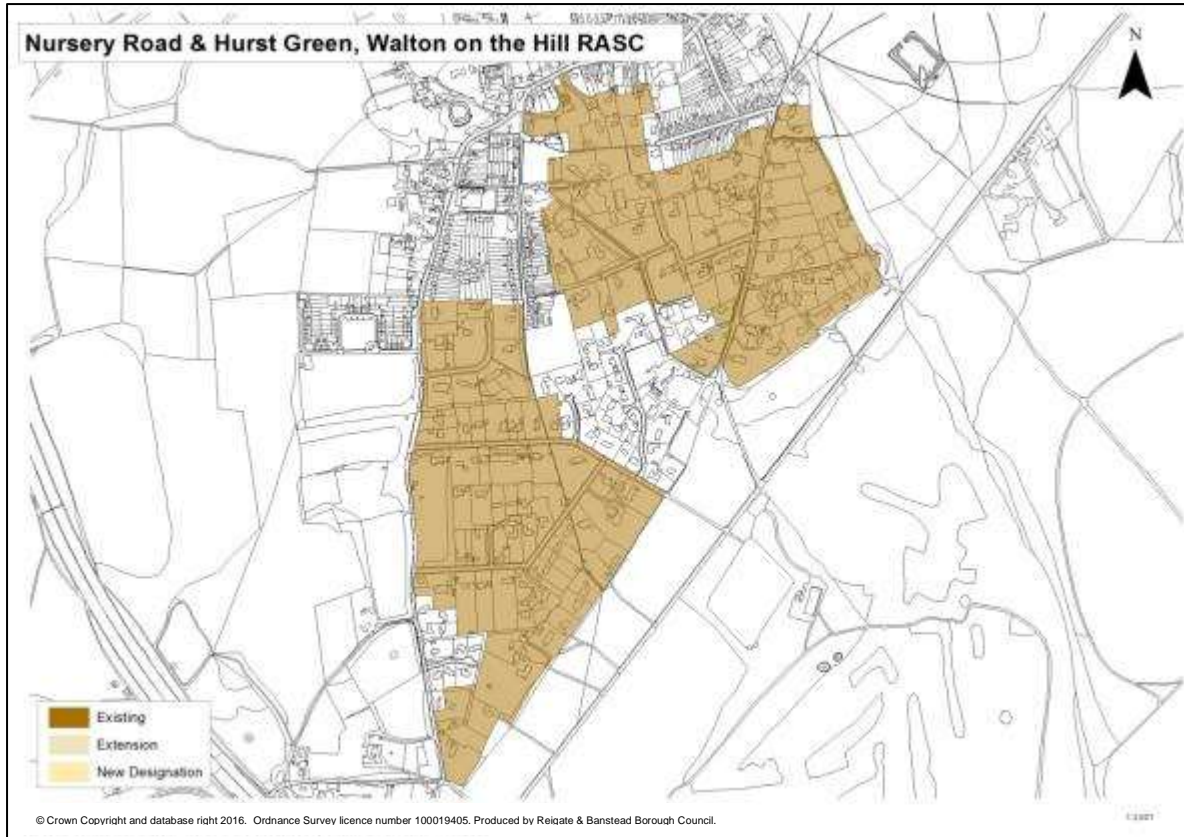
- **Chipstead:** Hollymead Road, Bouverie Road, Coulsdon Lane & How Lane
- **Chipstead:** Court Hill
- **Kingswood:** Copt Hill & Furze Hill
- **Kingswood:** Alcock's Lane & Waterhouse Lane
- **Tadworth:** Tadorne Road

## RETENTION OF EXISTING



Theme 2: Building self reliant communities

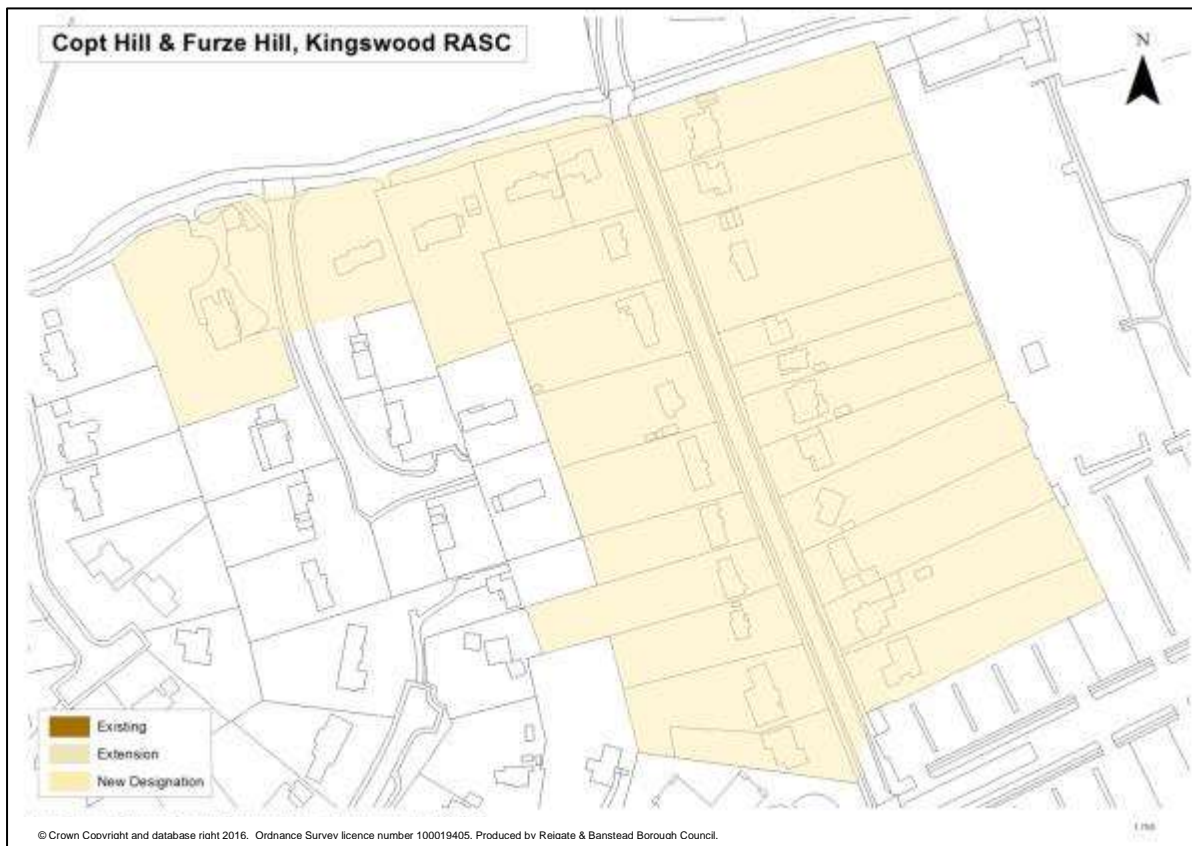
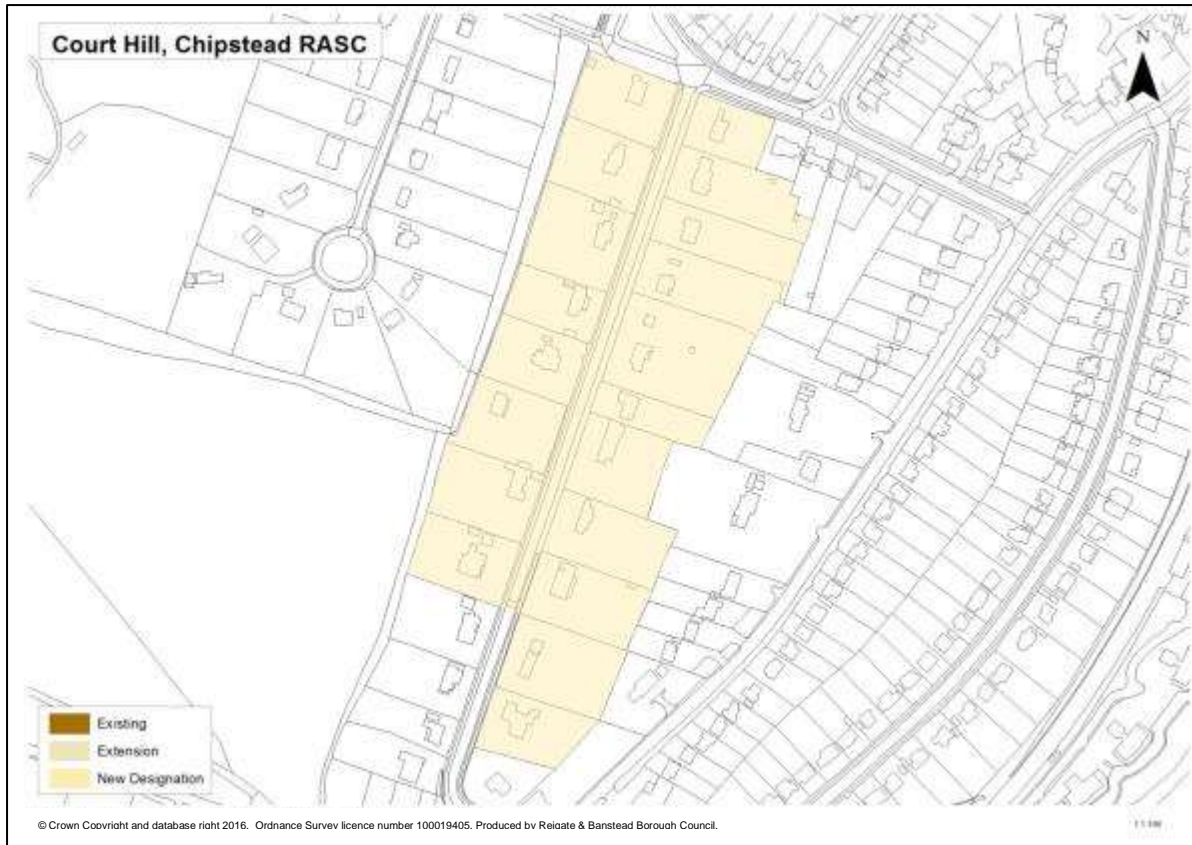




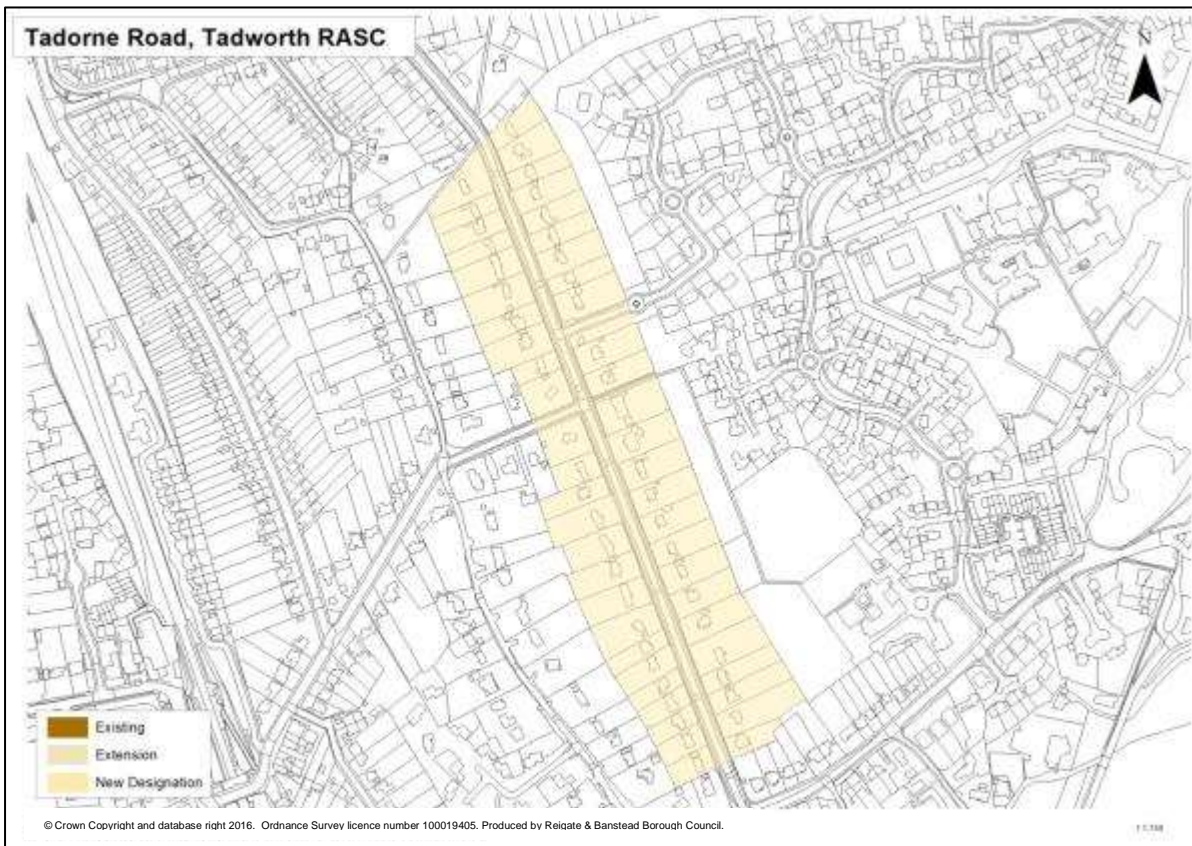
## NEW DESIGNATIONS



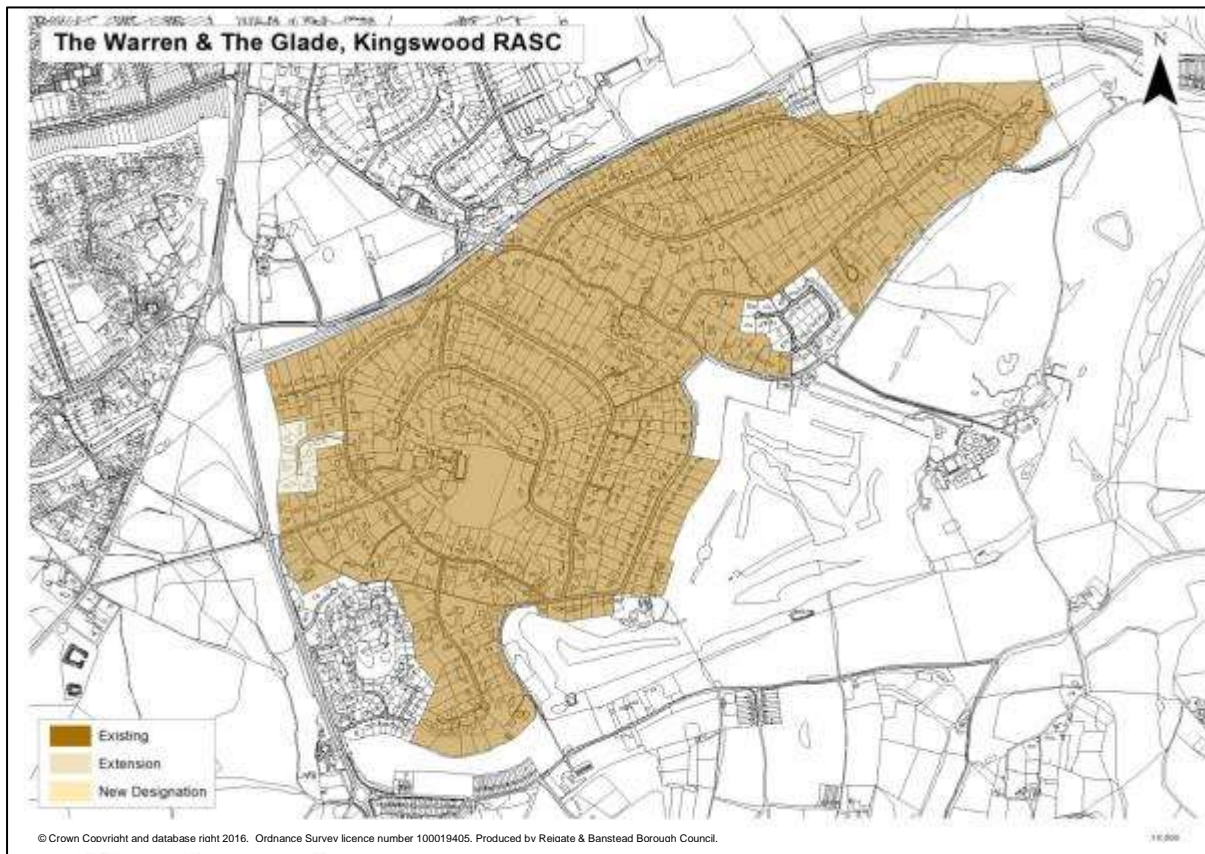
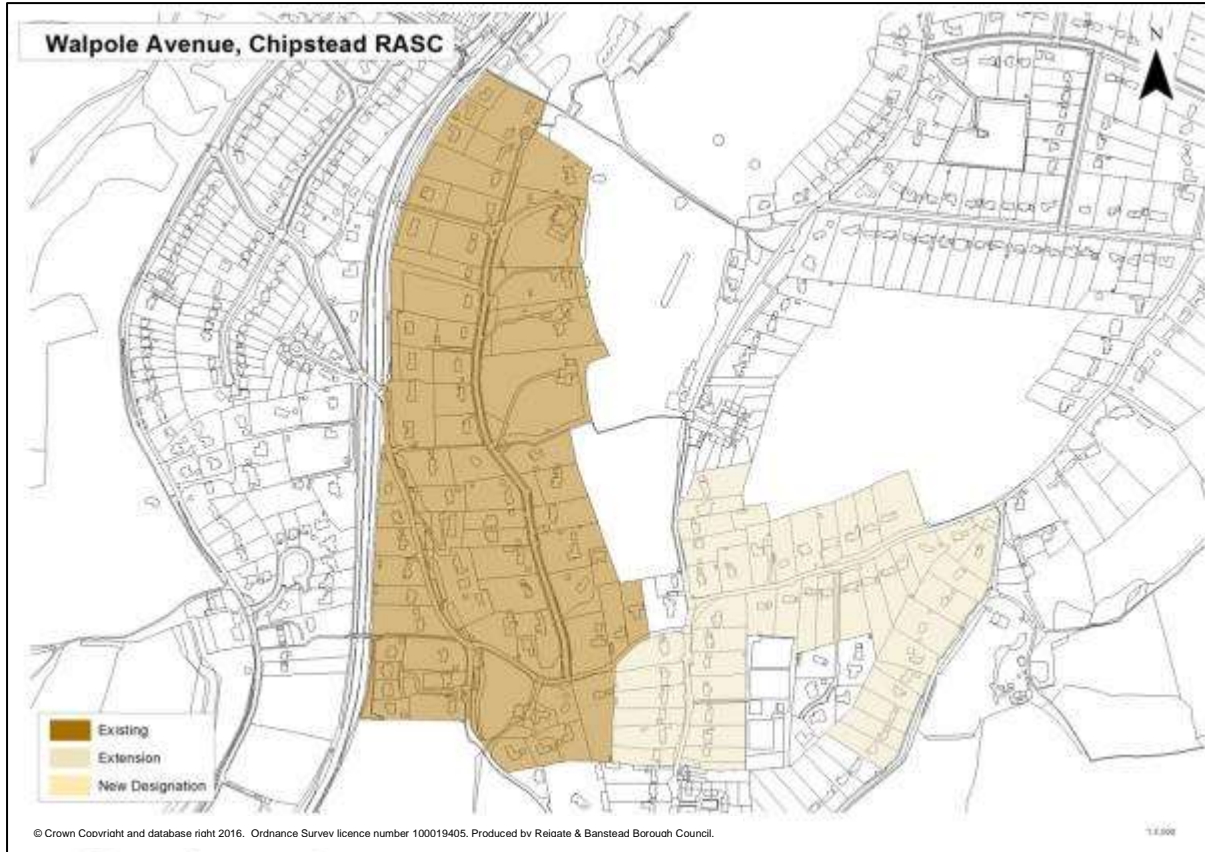
Theme 2: Building self reliant communities



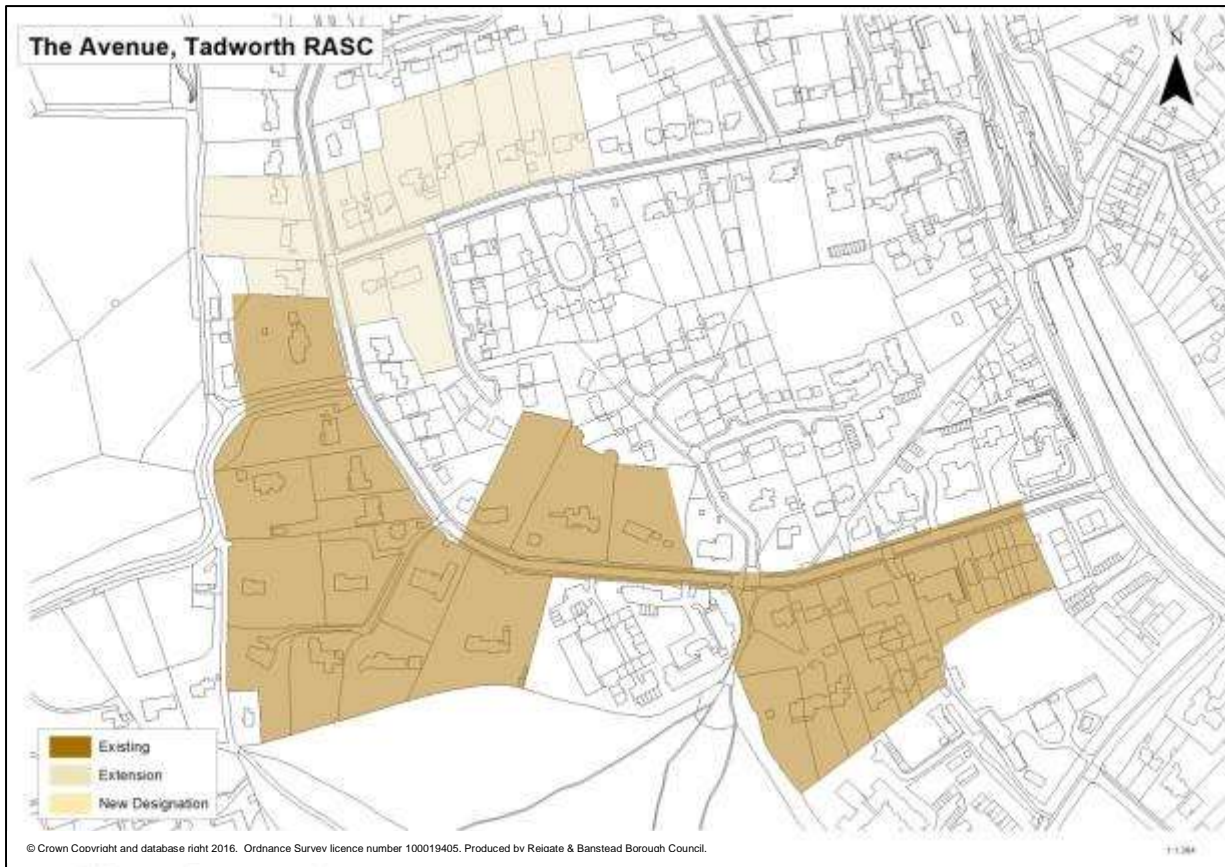
Theme 2: Building self reliant communities



## BOUNDARY AMENDMENTS







### PROPOSED POLICY DES3:

In addition to meeting the criteria in DES1, TAP1 and if appropriate DES2, planning permission will be granted for residential development, including conversion, within RASCs provided that:

- 1) The existing street scene is reflected – particularly plot frontages, boundary treatments and facades
- 2) The height, depth, elevation, scale and massing of development respects the form of neighbouring buildings and the character of the RASC
- 3) Buildings are individually designed, and the design of the buildings and landscape makes a positive contribution to the character of the area and promotes local distinctiveness
- 4) The proposed development (including garages and other ancillary buildings) does not result in a harmful erosion of the spacing between buildings or lead to an over-dominance of the built form within the plot
- 5) Existing tree cover, landscaping, green areas and vegetation are retained or replaced, and where possible enhanced, using appropriate species

- 6) Soft landscaping is sensitive to the plot, its setting and prevailing plot boundary characteristics
- 7) The proposal would not result in the sub-division of plots or lead to the creation of individual plots which are significantly smaller than those prevailing in the surrounding area
- 8) Sufficient off street parking is provided within the site and the layout of parking provision is not dominant within the site or otherwise harmful to the character of the locality
- 9) Provision for the storage and collection of refuse and recycling is of a sensitive design.

**Reason:** Each proposed RASC is unique, recognised for its individual identity and distinct character. These areas warrant a specific design approach to ensure these characteristics are retained, protected and enhanced. Particular considerations in identifying potential RASCs have been the presence of a prevailing low density character, with detached buildings set back from the road, within wide, spacious plots, and with mature soft landscaping, wide verges and a general leafy character.

### **Areas of Special Townscape Importance**

There may be a small number of other parts of the borough that – whilst they do not fulfil the specific designation criteria for RASCs – have a strong, unique and identifiable townscape character. Character is a key component of the proposed design policies already, however to reinforce the contribution that some buildings and areas make to the borough's townscapes, an option would be to introduce a new designation which recognises these areas, namely Areas of Special Townscape Importance (ASTI). No final decision has been made yet on whether to include a policy on ASTI or what criteria would be applied as part of the designation process, however we would welcome views on the following potential scope for any such new designation:

- An area or group of buildings which:
  - have identifiable or distinctive features (e.g. details or materials) that are worthy of preservation
  - can be considered a good and well preserved example of a particular style of architecture and/or historical interest
  - have a particular character, (i.e. built as a single development)
  - represent a good example of a particular style or age of housing
  - portray social, economic or industrial history (e.g. railways stations or almshouses)
- An urban area that is distinguished by the quality or extent of its landscape
- An area that is distinguished from the surrounding area by the planned layout of its road pattern combined with a consistent style of architecture

This designation would not afford the designated building(s)/ areas the same level of protection as Conservation Areas - the designated building(s) would not have legal protection from demolition, and normal permitted development rights would not be affected by the designation. However, planning applications would need to demonstrate that a positive impact on the ASTI would be achieved in the context of the designation.

### Proposed Policy Approach: DES4 -TALL BUILDINGS

***Spatial designations:*** Not applicable; applies borough-wide (however see Annex 3 for proposed approach in relation to Redhill town centre)

#### PROPOSED POLICY DES4:

Proposals for tall buildings will be expected to:

- 1) Be appropriate to the context of the area, and demonstrate consideration of the local natural topography, the scale and height of neighbouring buildings, built form and character, the urban grain and streetscape, open spaces and important views.
- 2) Preserve the character of any nearby heritage assets and the wider landscape.
- 3) Be of high architectural quality and high quality materials, with particular attention paid to the skyline/silhouette, and treatment at street level to make a positive contribution to the pedestrian experience.
- 4) Address impact in relation to local micro-climate, overshadowing, night time appearance and the amenity of those living and working in the vicinity of the building.
- 5) Contribute to the permeability of the site and wider area.
- 6) Respect aerodrome safeguarding requirements.

***Reason:*** Tall buildings can make a positive contribution to the image and identity of an area, particularly within a town centre, but can also have a disproportionate impact on character, streetscape, amenity and pedestrian experience. A specific zoning approach is taken in Redhill, where proposals for tall buildings are considered most likely (see Annex 3: Redhill Town Centre Tall Building Zones).

**Objective SC2: To ensure an appropriate mix of housing types and sizes, offering a good standard of living to future occupants**

**Policy Context for DES5 - 6**

National Planning Policy Framework

*Para 50:* To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes); [and]
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand...

Core Strategy

*Policy CS14:* The Council will (i) Seek a range of housing types and tenures through the redevelopment of the existing housing stock or new development ... (ii) require housing developments to contain an appropriate mix of dwelling sizes in accordance with assessments of housing need, site size and characteristics; (iii) encourage the provision of housing for the elderly, and for people with special mobility, accessibility and support needs in sustainable locations where appropriate whilst avoiding an undue concentration in any location...

**Evidence base for policies DES5 - 6**

- The Reigate & Banstead [Strategic Housing Market Assessment](#) (2012) which provides an assessment of housing type and mix requirements in the borough.
- The Council's Housing Standards Technical Paper [\[weblink to be inserted\]](#) which sets out the justification and implications of the proposed housing standards, concluding that these would not adversely impact on the viability or affordability of development in the borough.

**Proposed Policy Approach: DES5 – HOUSING MIX**

**Spatial designations:** Not applicable; applies borough-wide

**PROPOSED POLICY DES5:**

All new residential developments should provide homes of an appropriate type, size and tenure to meet the needs of the local community:

- 1) The proposed housing mix must:
  - a) respond appropriately to local evidence of need and demand for different sizes and types of housing, including the Council's Strategic Housing Market Assessment;
  - b) meet the following requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so:
    - i. On sites of up to 25 units, at least 10% of market housing units must be provided as smaller (one and two bedroom) dwellings
    - ii. On sites of 25 units or more, at least 20% of market housing units must be provided as smaller (one and two bedroom) dwellings and at least 10% of market housing units must be larger (three and four bedroom) dwellings
  - c) reflect the role and character of the surrounding area
  - d) address any site specific requirements contained in this or other relevant local plan documents, including the requirements of the Affordable Housing SPD.
- 2) All sites within town or local centres must provide the majority of units as smaller (one and two bedroom) dwellings, unless it can be demonstrated that it is not financially viable or technically feasible to do so.

**Reason:** Providing the right range of homes encourages more balanced communities, helps avoid areas of social exclusion and provides households with a greater range of choices to enable them to remain within the communities of which they are a part. The proposed policy approach seeks to meet the need for smaller family housing – including as part of infill developments where larger housing normally prevails – and larger units in accessible town centre locations but balances this with flexibility for schemes to respond to site specific viability, practicality and local character issues.

**Proposed Policy Approach: DES6 – DELIVERING HIGH QUALITY HOMES**

**Spatial designations:** Not applicable, applies borough-wide

**PROPOSED POLICY DES6:**

All new residential developments (including conversions) should provide high quality, adaptable accommodation, and provide good living conditions for future occupants.

- 1) All new accommodation must:
  - a) As a minimum meet the relevant [nationally described internal space](#) standard for each individual unit
  - b) Be arranged to ensure primary habitable rooms have an acceptable outlook and where possible receive direct sunlight
  - c) Be designed to minimise the disturbance to occupants from other land uses nearby and/or other sources of noise and pollution (see also DES8)
  - d) Provide a convenient and efficient layout, including sufficient circulation space and avoiding awkwardly or impractically shaped rooms
  - e) Incorporate sufficient space for storage, clothes drying and the provision of waste and recycling bins in the home
  - f) Make provision for private outdoor amenity space, including balconies and roof terraces, accessible to each dwelling unit and, where appropriate, communal outdoor space.
  - g) Meet the tighter national water efficiency standard of 110/litres/person/day
- 2) New housing developments will be expected to meet the following accessibility requirements unless it can be clearly demonstrated that it is not financially viable or that the physical characteristics or location of the site would make the development unsuitable for occupation by older and/or less mobile people:
  - a) On all housing sites, at least 20% of dwellings should meet the Building Regulations requirements for 'accessible and adaptable dwellings'
  - b) On sites of 20 or more units, at least 5% of dwellings should be designed to be adaptable for wheelchair users in accordance with the Building Regulations requirements for 'wheelchair user dwellings'.

**Reason:** Housing choice and flexibility are important considerations for those living or seeking to live in the borough. Homes that are of a reasonable size can accommodate the practicalities of day to day living, but also the changing needs of residents throughout their lives. The borough has an ageing population, and ensuring flexible and adaptable living

spaces will provide the opportunity of independent living for older residents. These proposed policy provisions would apply to conversions of non-residential buildings to residential use as well as new-build developments. In flatted developments, provision of secure storage facilities for bulkier items (such as prams), whether communal or private, should be considered and will be encouraged as appropriate (see Annex 4 for further information on bike storage).

### **Proposed Policy Approach: DES7 - SELF AND CUSTOM BUILD**

The Self-build and Custom Housebuilding Act 2015 requires councils to maintain and regularly publicise a register of those people (individuals or groups) who wish to acquire serviced plots of land to bring forward self or custom housebuilding projects; and to have 'due regard' to that demand in carrying out planning functions.

Planning Practice Guidance states that for plan making, local authorities should use the evidence on demand from their own registers to develop their Local Plan and associated documents. The Council's register was opened in April 2016. Levels of demand from the register will therefore be assessed in Autumn 2016 and – as required – a policy inserted into the final draft DMP.

Potential options to address need could include:

- A unit threshold, over which a proportion of self-build plots should be provided as part of the development
- Identification of specific sites as part of the site allocation process where self/custom build plots should be delivered
- Provisions for affordable self-build

Appropriate policy will be developed as required prior to Regulation 19 consultation.

**Objective SC3: To minimise the impacts of development, and the development process on local residents and local amenity**

**Context**

National Planning Policy Framework

*Para 67:* Poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Control over outdoor advertisements should be efficient, effective and simple in concept and operation. Only those advertisements which will clearly have an appreciable impact on a building or on their surroundings should be subject to the local planning authority's detailed assessment. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

*Para 109:* The planning system should contribute to and enhance the natural and local environment by:...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

*Para 110:* In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment...

*Para 123:* Planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development; mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions; recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

Core Strategy

*Policy CS 10:* Development will... be designed to minimise pollution, including air, noise and light, and to safeguard water quality.

**Evidence base for policies DES8 - 10**

- The Council's [Air Quality Reviews and Air Quality Management Area designations](#) provide information about those parts of the borough most affected by air quality.



**Proposed Policy Approach: DES8 - CONSTRUCTION MANAGEMENT**

**Spatial designations:** Not applicable, applies borough-wide

**PROPOSED POLICY DES8:**

The Council will expect all developments to be managed in a safe and considerate manner.

- 1) Through the use of conditions, the Council may require Construction Management Statements to be agreed and implemented as follows:
  - a) For minor and major developments creating new residential units and/or commercial space
  - b) For other forms of development, particularly where the site is constrained or where it is identified that there is a specific risk to highway safety and/or the amenity of neighbouring properties.
- 2) The Construction Management Statement should address how any development impacts will be managed and could include, as appropriate:
  - a) Traffic management, parking, highway/pedestrian safety and congestion
  - b) Phasing and co-ordination of works, including timing of deliveries, particularly where there are multiple developments in a single area
  - c) Protection of any on/off-site features, including trees, verges and footways, that may be damaged due to works and remediation of any subsequent damage
  - d) Protection of privacy and the amenity of surrounding sensitive uses; including provision of appropriate boundary protection
  - e) Means of communication and liaison with neighbouring residents and businesses
  - f) Hours of work.
- 3) Any advertisements and signage proposed to be displayed for the duration of construction works – including as part of site hoardings – must be appropriately designed in accordance with DES9. Conditions will be used to secure removal of any temporary advertisements.

**Reason:** The construction phase of development can have a detrimental impact on the amenity and safety of neighbours and highway users if managed ineffectively. Whilst some of the disruptive impacts associated with construction fall under different regulatory regimes, some can be dealt with through the planning system. The need for a mechanism to manage construction impacts is often greatest on larger sites where construction durations will be longer and vehicular movements will be greater. However smaller schemes can also generate significant impacts. Construction Management Statements can help to minimise the impacts of development on highway safety and / or neighbour amenity.

**Proposed Policy Approach: DES9 - SAFEGUARDING AGAINST THE EFFECTS OF NOISE, AIR AND LIGHT POLLUTION, AND REMEDIATING CONTAMINATED LAND**

**Spatial designations:** The policy applies borough-wide, however the following spatial considerations are relevant:

- [Air Quality Management Areas](#)
- [Noise contours associated with Gatwick Airport](#)

**PROPOSED POLICY DES9:**

For all types of development, across the borough:

- 1) Development must be designed to minimise the impact of noise, air and light pollution arising from that development, having particular regard to the impact on nearby dwellings and properties, and sensitive habitats. Measures to reduce the amount of air pollution in the area will be encouraged.
- 2) Noise sensitive uses should be located away from existing sources of noise. If no other reasonable alternative sites exist, development will only be permitted if the noise can be satisfactorily mitigated to acceptable levels.
- 3) In areas near Gatwick Airport, residential development will be permitted where it can be demonstrated that the noise levels will not have a significant adverse effect on the proposed development. Proposals for residential development on sites falling within the 57 dB  $L_{Aeq}$  (07:00 to 23:00) noise contour for Gatwick Airport must:
  - a. Be accompanied by a full noise impact assessment;
  - b. Demonstrate that - through design, mitigation or attenuation measures - future occupants would not be subject to an unacceptable level of noise disturbance both within buildings and externally.
- 4) Within areas of poor air quality (as defined by the presence of AQMAs) development must be designed to minimise the occupants' or users' exposure to air pollution. This should include consideration of the following mitigation measures:
  - a. The provision of trees
  - b. The siting of development away from the street frontage and the source of pollution
- 5) Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.

**Reason:** 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. This proposed policy is supported by Airport Noise Contour Maps produced by the Department for Transport on behalf of Gatwick Airport Ltd.

### Proposed Policy Approach: DES10 - CONTROL OF ADVERTISEMENTS & SHOP FRONT DESIGN

**Spatial designations:** Not applicable, applies borough-wide

#### PROPOSED POLICY DES10:

- 1) Proposals for advertisements and their supporting structures will be considered favourably where they:
  - a) Do not harm the character and appearance of the locality
  - b) Do not compromise highway or pedestrian safety
  - c) Would not have an adverse impact on the character, features and appearance of a conservation area, heritage asset or valued landscape
  - d) Would not harm the aural or visual amenity of occupiers of neighbouring residential development.
- 2) Advertisements and signage should be of an appropriate size and appearance to compliment and enhance the appearance, character and vitality of an area.
- 3) High level brilliantly illuminated or flashing advertisements will not normally be supported and will generally be considered inappropriate in Conservation Areas and on heritage assets.
- 4) Proposals for shop fronts, fascias and advertisements on buildings should be designed to respect the entire elevation and proportions of the building and/or its shop front frame, and should be complementary to the street scene in general.

**Reason:** Advertisements can serve a useful purpose, but by their nature are visually prominent. This is acceptable in some locations, however can be harmful in other locations where advertisements can detract from the visual quality or coherence of an area or contribute to visual clutter. The proposed policy approach is supported by supplementary planning guidance which provides further detail about [shop front design](#).

## Section 2: Open space and recreation

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...people take personal responsibility, and enjoy active, healthy and diverse lifestyles; [and] the environment, and green space, is maintained and enhanced for the future.

#### The Core Strategy Objectives:

SO5: To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreational facilities which encourage walking and cycling.

SO7: To keep and enhance the identified character and separate identities of the borough's towns and other urban areas.

SO8: To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites, through responsible and positive design management.

#### Core Strategy Policies

- *Policy CS12: Infrastructure Delivery*

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to open space and recreation, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**SC4: Protect the most valuable open space within the urban areas**

**SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision.**

The proposed DMP policy approaches applicable to these objectives are:

OSR1: Urban Open Space

OSR2: Open space in new developments

OSR3: Outdoor sport and recreation

**Objective SC4: Protect the most valuable open space within the urban areas and**

**Objective SC5: Encourage the provision of open space as part of new developments, and where appropriate new outdoor sport and recreation provision**

### **Context**

#### National Planning Policy Framework

*Para 58:* ...Planning policies and decisions should aim to ensure that developments...optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks...

*Para 73:* Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

*Para 74:* Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

*Para 114:* Local planning authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure...

#### Core Strategy

*Policy CS2:* In considering the allocation of land and /or proposals for significant development, the Council and developers will be required to protect and enhance the borough's green fabric ... Urban green spaces, green corridors and site specific features which make a positive contribution to the green fabric and/or a coherent green infrastructure network and will, as far as practicable, be retained and enhanced. The Council will work with a range of partners to promote, enhance and manage a substantial network of multi-functional green infrastructure across the borough, to maximise the social, economic and environmental benefits of the borough's green fabric.

*Policy CS10:* Protect and enhance the green fabric, and respect and contribute to the borough's green infrastructure network.

*Policy CS12:* The Council will secure contributions from new development towards the infrastructure required to meet the needs created by the new development; [and] require infrastructure to be provided either ahead of, or alongside, the delivery of new development. [The Council will] encourage proposals that would...

- increase the range, improve the quality, or enhance the accessibility, of community and leisure (including sport, recreation, and cultural) facilities in the borough, and/or provide for a mix of compatible community services on a single site, including through consolidation to result in economies of scale or innovative forms of service provision.
- ...resist the loss of existing leisure and community facilities (including sport, recreation and cultural) and open spaces, unless it can be demonstrated that (a) the existing use is surplus to requirements, or (b) equivalent or better provision in terms of quantity and quality, or some wider community benefits will be made in a suitable location.
- Seek provision and maintenance of leisure and community facilities and open spaces from new development.

#### Evidence base for policies OSR1 - 3

- Urban Open Land Review [[weblink to be inserted](#)]
  - Reviews existing 'urban open land' and other suggested sites against a range of criteria, and recommends which sites should be designated as Urban Open Space in the DMP.
- [Open Space, Sport & Recreation Assessment](#)
  - Identifies areas of open space and recreation provision in the borough, determines the open space quality and quantity standards to be applied, and determines current and future deficiencies against these standards.
- [Fields in Trust](#) Guidance about recreation provision standards

### Proposed Policy Approach: OSR1 – URBAN OPEN SPACE

**Spatial designations:** Areas designated as Urban Open Space

#### PROPOSED POLICY OSR1:

- 1) Planning permission will be granted for proposals which directly complement and enhance the value and use of the land for recreation, biodiversity or nature conservation, provided that the predominant open character of the space is maintained
- 2) Any other development which would result in the full or partial loss of Urban Open Space, will only be permitted in exceptional circumstances, where:
  - a) Any loss of openness resulting from the proposed development would not have an adverse effect on local character, visual amenity or ecological value; and either:

- i. There is clear evidence to demonstrate that the site is surplus to requirements and such land does not make a significant contribution to the recreational, community, ecological or amenity value of the area; or
- ii. Provision is made for appropriate and suitably located replacement open space of the same nature and an equivalent of higher quality and / or quantity; or
- iii. The proposal is for alternative sports and recreational provision, or the expansion of an existing school, the need for which clearly outweighs the loss of the urban open space

Planning conditions and/or obligations will be used to secure the timely delivery of any agreed enhancements or alternative provision.

**Reasons:** Urban open spaces make an important contribution to the environmental quality of the borough. Such spaces are an important part of the green fabric of the borough, often fulfilling multiple purposes (for example, recreational use, biodiversity value, visual contribution to the character of an area, food production). However they are often also subject to development pressures. A policy to safeguard the most important urban open spaces, and ensure they continue to benefit current and future residents, is therefore important. It is proposed that the Council takes a proactive, positive and collaborative approach to meeting the requirements of local schools: this reflects the importance which national policy places on the potential need to expand and alter schools.

### Proposed Policy Approach: OSR2 - OPEN SPACE IN NEW DEVELOPMENTS

**Spatial designations:** Not applicable, applies borough-wide

#### **PROPOSED POLICY OSR2:** Across the borough:

- 1) New housing developments will be expected to make suitable provision for public open space, children's play and outdoor sport facilities in accordance with the following standards:
  - a) On sites of 25 or more net additional dwellings, amenity space should be provided at a standard of 0.72ha/1,000 people
  - b) On sites of 40 or more net additional dwellings, formal equipped play space should be provided at a standard of 0.25ha/1,000 people
  - c) On sites of 300 or more net additional dwellings, outdoor sport provision should be provided at a standard of 1.6ha/1,000 people
- 2) In exceptional circumstances, the Council may negotiate a financial contribution

to secure off-site provision or enhancements elsewhere in lieu of on-site provision.

- 3) Any provision made as part of new developments will be expected to meet relevant local or national quality standards, be designed as an integral part of the development and include appropriate measures for on-going management and maintenance.
- 4) On large housing sites, including urban extensions, open space requirements and how they are to be delivered will be established on a case by case basis and set out in a development brief, using the standards above as a minimum starting point.
- 5) Once provided, new open space will be treated as though designated as urban open space and policy OSR1 will apply.

**Reasons:** As the population of the borough grows, increased public open space provision will be needed to ensure that existing and future residents continue to have access to high quality open space and opportunities for recreation close to their homes. A policy to secure additional provision from larger housing developments is therefore proposed to ensure open space keeps pace with development. The standards are underpinned by national guidance from Fields in Trust and local evidence, taking into account the need for any open space provided to be of a useable size. Amenity space refers to informal green spaces suitable for casual enjoyment or informal recreation/play and should be provided in addition to private garden space and be accessible for use by all residents. Reflecting the important role of new open space in managing the impacts of new development, once provided, open space within new developments will be treated as though designated as Urban Open Space. Exceptional circumstances, as referred to in paragraph 2 of policy OSR2, may include when there is open space provision in close proximity to the proposal site which could provide for the development, with necessary improvements to support this funded through developer contributions.

### Proposed Policy Approach: OSR3 - OUTDOOR SPORT AND RECREATION

**Spatial designations:** Not applicable, applies borough-wide

#### **PROPOSED POLICY OSR3:**

Proposals for new or upgraded provision for outdoor sports and recreation, including buildings, structures, synthetic pitches and play equipment should:

- 1) Be of a scale and form which is appropriate to their location;



- 2) Be designed and sited to minimise visual obtrusion and to ensure that the amenity of neighbouring properties would not be adversely affected;
- 3) Preserve the openness of the countryside and not conflict with the purposes of the Green Belt; and
- 4) Not have an adverse effect on the features of nature conservation, geology and biodiversity value or landscape value character of the site.

**Reasons:** Access to opportunities for sport and recreation can make an important contribution to the health and well-being of communities. However, some locations - particularly on the urban fringe and in the countryside - can be sensitive to the change in character and provision of structures associated with such facilities. A policy to ensure sports and recreation provision is appropriately located and sensitively designed is therefore proposed.

## Section 3: Transport, access and parking

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options; [and] people take personal responsibility, and enjoy active, healthy and diverse lifestyles.

#### The Core Strategy Objectives:

SO5: To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreational facilities which encourage walking and cycling

SO14: To tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier lifestyles

#### Core Strategy Policies

- *Policy CS12:* Infrastructure Delivery
- *Policy CS17:* Travel options and accessibility

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to transport, access and parking, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**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**

The proposed DMP policy approaches to these objectives are:

TAP1: Access, Parking and Servicing

TAP2: Airport car parking

**Objective SC6: Require new developments to provide adequate parking, whilst recognising the need to encourage sustainable transport choices, particularly in the most accessible locations, and;**

**Objective SC7: Ensure new developments are served by safe and well designed access for vehicle, pedestrians and cyclists**

## **Context**

### National Planning Policy Framework

*Para 29:* Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives...the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

*Para 34.* Plans and decisions should ensure developments that generate significant movement are located where ... the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

*Para 35:* Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to: accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians...; incorporate facilities for charging plug-in and other ultra low-emission vehicles; and consider the needs of people with disabilities by all modes of transport.

*Para 36.* All developments which generate significant amounts of movement should be required to provide a Travel Plan.

*Para 39:* If setting local parking standards for residential and non-residential development, local planning authorities should take into account: the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and overall need to reduce the use of high-emission vehicles.

### Core Strategy

*Policy CS17:* The Council will work with Surrey County Council, Highways England, rail and bus operators, neighbouring local authorities and developers to:

- Manage demand and reduce the need to travel by...securing provision of – or easy access to – services, facilities and public transport as part of new development
- Facilities sustainable travel choices by...improving travel options through enhanced provision for bus, rail, walking, cycling and bridleways; promoting walking and cycling and the preferred travel option for shorter journeys;... requiring the provision of travel plans and transport assessments for proposals which are likely to generate significant amounts of movement; and seeking to minimise parking provision in the most sustainable locations and secure adequate parking provision relative to patterns of car ownership elsewhere.

*Para 7.8.8:* The Council will develop detailed policies in relation to parking in the DMP and supplementary guidance. These will set out graduated standards for different areas of the borough to ensure that car parking does not detract from the character of the area and encourages sustainable modes of transport.

#### **Evidence base for policies TAP1 - 2**

- [Surrey County Council Vehicular and Cycle Parking Guidance](#) provides a framework within which to set local parking standards.
- The Council's [Air Quality Reviews and Air Quality Management Area designations](#) provide information about those parts of the borough most affected by poor air quality.

#### **Proposed Policy Approach: TAP1 - ACCESS, PARKING AND SERVICING**

**Spatial designations:** Applies borough-wide. Further information about parking standards is set out in Annex 4.

#### **PROPOSED POLICY TAP1:**

- 1) All types of development, across the borough, will be expected to:
  - a) Provide safe and convenient access for all road users, in a way which would not:
    - i. compromise the free flow of traffic on the public highway, pedestrians or any other transport mode, including public transport and cycling
    - ii. exacerbate traffic congestion on the existing highway network
    - iii. increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road usersAll of the above should include consideration of cumulative impacts of development in the locality
  - b) Incorporate a highway design and layout that:
    - i. complies with currently adopted highway standards and guidance, including adequate circulation, turning space and visibility splays. Roads which will not be adopted by the Highways Authority should be designed to the same standards as roads that will be adopted
    - ii. achieves a permeable highway layout, connecting with the existing highway network safely and includes safe access for pedestrians and cyclists
    - iii. allows for effective access by service and emergency vehicles at all times

without restriction, including adequate width to ensure there is no obstruction from parked vehicles

- c) Include adequate car parking and cycle storage for residential and non-residential development in accordance with adopted local quantity and size standards (see Annex 4). Development should not have an unacceptable impact on on-street parking.
- d) Incorporate pedestrian and cycle routes within and through the site, linking to the wider sustainable transport network, especially in and to the borough's town centres

Planning applications will be supported where they do not have unacceptable transport impacts (including cumulative impacts) or where they provide improvements that would make them acceptable.

- 2) For developments which are likely to generate significant amounts of movement, a travel plan will be required.
- 3) Provision of the following should be considered and are encouraged:
  - a) Infrastructure to support advances in vehicle technology, for example electric vehicle charging points or other ultra-low emission vehicles;
  - b) Shared use of private parking provision for public parking when not in use
  - c) Initiatives to increase travel by more sustainable options and help reduce the impact and frequency of travel by individual private car journeys (such as car pools/car clubs) to and from the development.

**Reasons:** As the borough population grows, increasing demand for travel from those who live, work, visit and travel is inevitable. New development has a role to play in ensuring that this increased demand does not adversely affect the efficiency and safety of the local transport network. Proposals for new development should therefore include consideration of the impact of such development on travel at a site wide level as well as consideration of the cumulative impacts on the wider area. The proposed policy approach to access, parking and servicing recognises that new developments need to both manage travel demand and make travel by sustainable modes more attractive and accessible. However, the proposed policy approach also recognises that car travel will continue and therefore appropriate parking provision, including commuter parking, is necessary to ensure that parking does not detract from character or put pressure on local roads. Good design and implementation is important, including for access and servicing, to minimise impact on street scene and protect public safety. As part of this, developers will be expected - as part of their development – to remove any dropped kerbs and crossovers made redundant by the development and reinstate the footway/verge.

**Proposed Policy Approach: TAP2 – AIRPORT CAR PARKING**

***Spatial designations:*** Applies borough-wide.

**PROPOSED POLICY TAP2:**

Proposals for additional or replacement airport related parking, including long and short term parking for passenger vehicles, will not be permitted.

***Reasons:*** Although provision needs to be made for passengers to access the airport by a variety of means, sites within the airport boundary provide the most sustainable location for long-stay car parking as they are close to terminals and can help reduce the need for additional trips. The airport operator is responsible for meeting targets for modal shift and public transport use to access the airport; a policy which controls the extent of airport related parking is therefore justified to help encourage the use of alternatives.

## Section 4: Climate change resilience and Flooding

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ...the wellbeing of communities is supported by accessible health, leisure, education and information services; [and] the environment and greenspace is maintained and enhance for the future.

#### The Core Strategy Objectives:

SO10: To require that developments conserve natural resources, minimise greenhouse gas emissions and help reduce waste, and are adaptable to climate change (including the risk from flooding)

#### Core Strategy Policies

- *Policy CS10: Sustainable Development*

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to climate change resilience and flooding, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies.**

**SC9: Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.**

The proposed DMP policy approaches applicable to these objectives are:

CCF1: Climate Change

CCF2: Flood Risk

**Objective SC8: Encourage new development to incorporate passive and active energy efficiency measures and climate change resilience measures and renewable energy technologies; and**

**Objective SC9 Direct development away from areas at risk of flooding, and ensure all developments are safe from flood risk and do not increase flood risk elsewhere or result in a reduction in water quality.**

## **Context**

### National Planning Policy Framework

*Para 94:* Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change,<sup>16</sup> taking full account of flood risk, coastal change and water supply and demand considerations.

*Para 95:* To support the move to a low carbon future, local planning authorities should plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards

*Para 99:* Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape.

*Para 100:* Inappropriate development in areas at risk of flooding should be avoided...Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.

*Para 103:*...local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where...it can be demonstrate that: within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and development is appropriate flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it give priority to the use of sustainable drainage systems.

Sustainable drainage systems ministerial statement: we expect local planning policies and decisions on planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate.

### Core Strategy

*Policy CS10:* Development will...contribute to a reduction in carbon emissions by...maximising energy efficiency ... encourage[ing] renewable energy/fuel production...be designed reflecting the need to adapt to the impacts of climate change...be located to minimise flood risk, through the application of the sequential test and where necessary the exception test, taking account of all sources of flooding including fluvial, surface water, sewer and pluvial flooding, and reservoir failure, and manage flood risk through the use of



SuDS and flood resistant/resilient design features, and where necessary provide floodplain compensation.

#### Evidence base for policies CCF1 - 2

- The Council's [Strategic Flood Risk Assessment](#) (2012) identifies the risk of flooding from various sources that exists in the borough.
- The [Redhill Town Centre Strategic Flood Risk Assessment](#) provides more information about the risk of flooding specifically in Redhill Town Centre.
- The Draft Sequential Test for flood risk (2016) [[weblink to be inserted](#)] provides a site by site assessment of flood risk associated with the development site options identified under Theme 3 of this DMP consultation document
- [Draft Surrey Local Flood Risk Management Strategy](#) aims to increase awareness of local flood risk issues and provides a clear vision for how flood risk will be dealt with in Surrey
- [Environment Agency flood map](#) for planning and other flood map products

#### Proposed Policy Approach: CCF1 – CLIMATE CHANGE

Rather than proposing a stand-alone policy on climate change, the Council's proposed approach is to ensure that climate change adaptation and mitigation is a thread that runs throughout the DMP, building on policies in the Core Strategy (CS10: Sustainable development; CS11: Sustainable construction; and CS17 Travel options and accessibility).

Emerging DMP policy approaches relevant to climate change adaptation and mitigation include DES1: The design of new development; DES6: Delivering high quality homes; TAP1: Access, parking and servicing; CCF2: Flood risk; NHE1: Landscape protection; NHE3: Protecting trees and woodland areas; and NHE4: Green Infrastructure.

#### Proposed Policy Approach: CCF2 – FLOOD RISK

**Spatial designations:** Not applicable, applies borough-wide

#### PROPOSED POLICY CCF2:

- 1) Sites within flood zones 2 and 3, sites within flood zone 1 which are greater than 1 hectare in area and sites with critical drainage problems will be required to:

- a) Satisfy the sequential test, and where necessary, the exceptions test; and
  - b) Demonstrate through a site-specific flood risk assessment (appropriate to the scale of development) and flood risk management plan that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and where possible reduce existing flood risk overall.
- 2) In addition to complying with other relevant DMP policies, including DES1, all development proposals in areas of flood risk will be expected to:
- a) Be designed so that the most vulnerable uses are located in areas of lowest flood risk within the site.
  - b) Incorporate appropriate flood plain compensation, surface water attenuation, flood storage and flood resilient design features, which would not increase flood risk elsewhere or reduce the quality of attenuated surface water prior to it entering the watercourse downstream.
  - c) Make an appropriate allowance for the effects of climate change representative of the nature and scale of development proposals and the national sensitivity ranges for rainfall intensity and peak river flows.
  - d) Provide for safe access and egress in the event of flooding.
  - e) Be designed to ensure the safe management and mitigation of residual risk.
  - f) Maintain the free passage of surface water along the natural flow paths where possible.
  - g) Incorporate a sustainable drainage system – including appropriate arrangements for its ongoing maintenance for the lifetime of the development - unless it can be demonstrated to be inappropriate. For all major development (including that outside flood risk areas), sustainable urban drainage systems should be provided unless demonstrated to be inappropriate.

**Reasons:** Flood risk - including with respect to fluvial, surface water and groundwater - affects a number of areas within the borough, including key regeneration areas. Whilst there is a need to make best use of land in the borough, a policy is required to ensure that this is balanced with the need to ensure new development is designed safely and will not worsen the risk of flooding for others. In particular, climate change allowances should be factored into the design of a scheme<sup>1</sup> and information on these measures should be submitted with an application. Sustainable drainage systems can help achieve this, and the proposed policy approach reflects the national requirement for these to be provided in major schemes as a minimum.

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<sup>1</sup> <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>

## Section 5: Protecting the natural and historic environment

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: ... the environment and green space is maintained and enhanced for the future.

#### The Core Strategy Objectives:

SO4: To achieve an overarching, multi-functional framework which links existing and planned communities through a connected, easily accessible greenspace network, whilst also respecting the ecological and cultural heritage of the borough, the role of the Green Belt and the promotion of local distinctiveness.

SO6: To maintain and enhance the borough's valued landscapes, historic, built and natural environment including habitats and species and heritage assets.

SO8: To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites, through responsible and positive design management.

#### Core Strategy Policies

- *Policy CS2:* Valued landscapes and the natural environment
- *Policy CS3:* Green Belt
- *Policy CS4:* Valued townscapes and the historic environment
- *Policy CS10:* Sustainable development

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to protecting the natural and historic environment, the following DMP objectives and policy approaches are proposed:

#### DMP OBJECTIVES:

**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.**

The proposed DMP policy approaches applicable to this objective are:

NHE1: Landscape protection

NHE2: Protecting and enhancing biodiversity and areas of geological importance

NHE3: Protecting trees and woodland areas

**SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough.**

The proposed DMP policy approach applicable to this objective is:

NHE4: Green Infrastructure

**SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use.**

The proposed DMP policy approaches applicable to this objective are:

NHE5: Development within the Green Belt

NHE6: Horse keeping and equestrian development

**SC13: Conserve and enhance heritage assets across the borough, supporting their continuing viable use and cultural benefits.**

The proposed DMP policy approaches applicable to this objective are:

NHE7: Protecting and enhancing Conservation Areas

NHE8: Sustaining and enhancing buildings of Special and Local Architectural or Historic Interest

NHE9: Protecting and enhancing Historic Parks and Gardens

NHE10: Scheduled Monuments and Archaeology

**Objective 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.**

### **Context**

#### National Planning Policy Framework

*Para 17:* Planning should...take account of the different roles and character of different areas...recognising the intrinsic character and beauty of the countryside.

*Para 109:* The planning system should contribute to and enhance the natural and local environment by protection and enhancing valued landscapes, geological conservation interests and soils...[and] minimising impacts on biodiversity and providing net gains in biodiversity where possible...

*Para 113:* Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geo-diversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

*Para 114:* Local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

*Para 115:* Great weight should be given to conserving landscape and scenic beauty in ...Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.

*Para 117:* ...Planning policies should plan for biodiversity at a landscape- scale ... promote the preservation, restoration and re-creation of priority species, populations, linked to national and local targets and identify suitable indicators for monitoring biodiversity in the plan...and where Nature Improvement Areas are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.

*Para 118:* Local planning authorities should aim to conserve and enhance biodiversity by applying the following principles...proposed development...likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) should not normally be permitted...an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of site...and any broader impacts on the national network of Sites of Special Scientific Interest.

*Para 118:* Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside of ancient woodland...

*Para 126:* Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance.

#### Core Strategy

*Policy CS2:* In considering the allocation of land and/or proposals for significant development, the Council and developers will be required to protect and enhance the green fabric:

- The Surrey Hills AONB is a landscape of national importance and will therefore be provided with the highest level of protection. The same principles will be applied to protect the AGLV as an important buffer to the AONB and to protect views from and into the AONB, until such time as there has been a review of the AONB boundary.
- All areas of countryside have their own distinctive landscape character. The landscape character of the countryside outside the current (or revised) AONB boundary will be protected and enhanced through criteria based policies in the DMP including, if and where appropriate, new local landscape designations. In those areas of countryside allocated for development, policies will be included in the DMP in relation to the design and siting of development to minimise the impact on landscape character...
- The Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) will be afforded the highest level of protection in line with European legislation. Proposals for development that is likely to have a significant effect on the SAC, alone or in combination with other development, will be required to demonstrate that it will not adversely affect the integrity of the site.

- Sites of Special Scientific Interest, Sites of Nature Conservation Importance, Local Nature Reserves and ancient woodland will be protected for their biodiversity value and where appropriate enhanced...

#### **Evidence base for policies NHE1 - 4**

- [Surrey-wide Landscape Character Assessment](#) provides an up to date assessment of the various landscape character areas of Reigate & Banstead.
- The latest evidence from the Surrey Biodiversity Information Centre has been used to inform the updating of Sites of Nature Conservation Importance (SNCI) boundaries.
- Surrey Nature Partnership publication "[Biodiversity Opportunity Areas](#)"(2015) provides the basis for realising Surrey's local ecological network.

### **Proposed Policy Approach: NHE1 – LANDSCAPE PROTECTION**

**Spatial designations:** The following spatial designations are relevant:

- The Surrey Hills Area of Outstanding Natural Beauty
- The Area of Great Landscape Value

#### **PROPOSED POLICY NHE1:**

- 1) Within or adjacent to the Surrey Hills Area of Outstanding Natural Beauty and the current Area of Great Landscape Value, great weight will be attached to the impact that the proposal would have on the landscape and scenic beauty.
- 2) Proposals for development between Horley and Gatwick Airport must ensure that a clear visual break is retained to protect against the coalescence of Horley with Gatwick Airport, and have regard to the open setting of the Airport.
- 3) Throughout the borough, development proposals must:
  - a) Respect the landscape character of the locality
  - b) Have particular regard for potential impacts on ridgelines, public views and tranquillity, and the effects of light pollution
  - c) Be of a design, siting and scale that is complementary to the landscape and surroundings
  - d) Use appropriate external building materials, particularly in terms of type and colour, to avoid the development appearing conspicuous in the landscape
  - e) Demonstrate how opportunities have been taken to enhance the immediate

- and wider setting of the development
- f) Seek to protect the best and most versatile agricultural land.
  - 4) Development that would assist in the continuation of rural businesses or benefit the social and economic wellbeing of rural communities will be supported providing it does not conflict with the aims of conserving and enhancing the natural beauty of the landscape.
  - 5) Proposals for renewable energy developments, in particular wind turbines and solar farms, will only be permitted where their impact (visual and noise) would not harm the landscape or undermine the intrinsic character and beauty of the countryside.

**Reasons:** The varied and diverse landscapes of Reigate & Banstead play a key role in defining the borough's character and are an important part what makes the borough an attractive place to live, work in and visit. The proposed policy approach recognises the need to afford the AONB with the highest level of protection in accordance with national policy and the importance of the AGLV, particularly in light of the impending review of the Surrey Hills AONB. The Core Strategy allows for new local landscape designations where evidence demonstrates these are necessary, and the opportunity to designate such areas will be taken once the AONB boundary review (to be undertaken by Natural England) is complete.

The proposed policy will help ensure that valued and attractive landscapes elsewhere in the borough are protected and enhanced. This policy would be supported by a Green Infrastructure Strategy and Action Plan.

### **Proposed Policy Approach: NHE2 – PROTECTING AND ENHANCING BIODIVERSITY AND AREAS OF GEOLOGICAL IMPORTANCE**

**Spatial designations:** The following spatial designations are relevant:

- The Mole Gap to Reigate Escarpment Special Area of Conservation
- Sites of Special Scientific Interest
- Sites of Nature Conservation Importance (boundaries reflect latest information from Surrey Biodiversity Information Centre)
- Regionally Important Geological Sites
- Local Nature Reserves
- Biodiversity Opportunity Areas

#### **PROPOSED POLICY NHE2:**

- 1) The Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) will be afforded the highest level of protection:
  - a) Development which is likely to have a detrimental effect on the SAC (either

- individually or in combination with projects) will not be permitted
- b) Proposals for improved countryside access which would divert recreational pressure away from the SAC, particularly those parts which are subject to overuse, will be supported, subject to the wider protection of biodiversity interest features.
- 2) Development within or adjacent to a Site of Special Scientific Interest will only be permitted if it does not adversely affect the special interest features or harm the beauty and intrinsic nature conservation features of the site.
  - 3) Development within or adjacent to any site designated as a Site of Nature Conservation Importance, Regionally Important Geological Site or Local Nature Reserve will only be granted where:
    - a) Either
      - i. It will not adversely affect the nature/wildlife or geological conservation features of the site; or
      - ii. The need for, and benefits of, the development on that site outweigh the impacts on nature and geological conservation features and community value
    - b) And
      - i. It is demonstrated that adequate mitigation of or, as a last resort, compensation for, the impact of the development will be put in place.
  - 4) Throughout the borough and especially within Biodiversity Opportunity Areas, development proposals will be expected to:
    - a) Retain and enhance other valued priority habitats and features of biodiversity importance; and
    - b) Be designed, wherever possible, to achieve a net gain in biodiversity (e.g. by using green roofs and bird and bat boxes). Where a development will impact on a priority habitat or species, and mitigation cannot be provided on site in an effective manner, developers may be required to offset the loss by contributing to appropriate biodiversity projects elsewhere, in a location agreed with the Council.
  - 5) Development opportunities where the primary objective is to conserve or enhance biodiversity will be considered favourably.

**Reasons:** The borough contains a number of sites that are recognised as being of international, national and local importance in providing habitats for a range of species, some endangered, and examples of interesting geology. A policy is needed to protect these most valued sites in line with national policy. The proposed policy approach also recognises the role which more commonplace habitats can play in promoting biodiversity and seeks to encourage a net gain in biodiversity across the borough. This policy would be supported by a Green Infrastructure Strategy and Action Plan.



**Proposed Policy Approach: NHE3 – PROTECTING TREES AND WOODLAND AREAS**

**Spatial designations:** The policy applies generally across the borough; however, the following spatial designations are relevant:

- Ancient woodland areas
- Trees, either individually or in groups/areas, protected by Preservation Orders
- Conservation Areas

**PROPOSED POLICY NHE3:**

- 1) New development proposals will be required to include an assessment of existing trees and landscape features for their suitability for retention.
- 2) Development resulting in the loss of, or the deterioration in the quality of an important natural feature(s), including trees, groups of trees, woodlands and hedgerows which are protected (such as Ancient Woodland), and those with amenity or other value, will be refused unless the need for, and benefits of, development in that location clearly outweigh the loss. Where this is the case, development will be permitted subject to adequate compensatory provision commensurate to that which is lost. This should be provided on site where possible in the first instance, but off site provision will also be considered.
- 3) Where replacement tree and hedge planting is required, appropriate species of trees should be used and sufficient space must be provided at the design stage for tree provision, including space to allow trees to reach their optimum size.
- 4) Any trees that are protected by Tree Preservation Orders, planning conditions or Conservation Area status that are dead or dying, and subsequently removed, must be replaced by trees of a similar size or species, unless there are exceptional reasons not to do so.

**Reasons:** Trees, hedges and woodland areas make a particularly valuable contribution to the character and visual amenity of the borough, both in the townscape and the landscape. They can also be valuable for biodiversity, providing important habitats for local wildlife and as part of wildlife corridors. A policy is therefore required to safeguard valuable tree cover, and ensure that, through good design and best practice, these features are protected and enhanced as an integral part of new development.

Irreplaceable habitats, including Ancient Woodland, will be protected from development that would harm their historical, amenity, landscape or ecological value. To achieve this, the proposed policy requires an assessment of existing trees and landscape features for their suitability for retention to be supported by arboricultural submissions which comply with British Standard 5837 and are provided by a suitably qualified arboriculturalist.

**Objective SC11: Maximise the contribution of new development to a comprehensive green infrastructure network across the borough.**

**Context**

National Planning Policy Framework

*Para 114:* Local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

*Para 117:* Planning policies should plan for biodiversity at a landscape scale across local authority boundaries...

Core Strategy

*Policy CS2:* The Council will work with a range of partners to promote, enhance and manage a substantial network or multi-functional green infrastructure across the borough, to maximise the social, economic and environmental benefits of the borough's green fabric.

*Policy CS10:* Development will...protect and enhance the green fabric, and respect and contribute to the borough's green infrastructure network...

*Policy CS12:* The Council will...secure green infrastructure in line with its Green Infrastructure Strategy to include provision of new open space and or improvements to existing open spaces, the provision of and/or improvements to links between open space, and measures to link new and existing developments with open space.

**Proposed Policy Approach: NHE4 – GREEN INFRASTRUCTURE**

**Spatial designations:** Not applicable, applies borough-wide

**PROPOSED POLICY NHE4:**

- 1) Across the borough, the provision of a multi-functional green infrastructure network will be encouraged by:
  - a) Increasing access to, and the provision of, green infrastructure and open spaces
  - b) Preserving and enhancing existing green infrastructure in priority regeneration areas, new growth areas such as sustainable urban extensions and throughout existing urban areas
  - c) Resisting the loss of existing public open space unless the criteria within OSR1(2) are met
  - d) Working between the Council, landowners, land managers and stakeholders to ensure best management practice of multi-functional green spaces across the borough.

- 2) Development proposals should:
  - a) Avoid any adverse impacts on existing habitats and take the opportunity to enhance and incorporate biodiversity as an integral part of design, including watercourses and riverside habitats
  - b) Positively incorporate green infrastructure as an integral part of the design of new developments; supporting initiatives within the Council's Green Infrastructure Strategy and Action Plan where possible
  - c) Incorporate open spaces and green spaces which can be used in a variety of ways and support a range of activities
  - d) Protect and enhance public rights of way
  - e) Where possible, create new links and corridors between open spaces, green infrastructure and the countryside beyond, such as through the provision of footpaths and bicycle paths or through planting and landscaping.

**Reasons:** Planning positively for green infrastructure can bring a range of social, environmental and economic benefits for the borough; from supporting healthy lifestyles and creating opportunities for sustainable travel, to enhancing local biodiversity and helping combat climate change. Consideration should be given to how open spaces and green infrastructure can be multi-purpose, for example flood storage can increase biodiversity opportunities. Green infrastructure can also support economic growth, enhancing the attractiveness and quality of our towns and regeneration areas to businesses and visitors. The proposed policy approach reflects the importance of both protecting green infrastructure and capturing opportunities arising from new development to widen the network. This policy would be supported by a Green Infrastructure Strategy and Action Plan.

**Objective SC12: Control development in the Green Belt to safeguard its openness, and where possible enhance its beneficial use.**

**Context**

National Planning Policy Framework

*Para 79:* ....The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

*Para 80:* Green Belt serves five purposes: 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.

*Para 83:* ... Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.

*Para 85:* When defining boundaries, local planning authorities should....define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

*Para 86:* If it is necessary to prevent development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, the village should be included in the Green Belt. If, however, the character of the village needs to be protected for other reasons, other means should be used, such as conservation area or normal development management policies, and the village should be excluded from the Green Belt.

Core Strategy

*Policy CS3:* A robust and defensible Green Belt will be maintained to ensure that the coherence of the green fabric is protected and future growth is accommodated in a sustainable manner.

Planning permission will not be granted for inappropriate development in the Green Belt unless very special circumstances clearly outweigh the potential harm to the Green Belt.

**Evidence base for policies NHE5 - 6**

- The Council's Green Belt Review [[weblink to be inserted](#)] provides the evidence base for a number of suggested changes to the Green Belt boundary, including:
  - Assessment of Green Belt function of potential Sustainable Urban Extension Locations – see Theme 3 for more information
  - Identification of Green Belt 'anomalies' – where small scale changes to the boundary are proposed to ensure that the boundary is clearly defined using readily recognisable features that are likely to be permanent

- Review of inset and washed over settlements – to determine whether smaller settlement areas - either currently washed over by Green Belt, or inset within the Green Belt – are treated appropriately in relation to Green Belt policy.

### Proposed Policy Approach: NHE5 – DEVELOPMENT WITHIN THE GREEN BELT

**Spatial designations:** The following spatial designations are relevant:

- Metropolitan Green Belt
- Proposed minor boundary changes
- Proposed changes in relation to washed over or inset areas are indicated on the supporting maps

#### **PROPOSED POLICY NHE5:**

The following policy approaches are proposed to guide development in the Green Belt. Note that these policy approaches will be applied to any reserve sites allocated for urban extensions until such time as they are released for development in line with the provisions proposed in MLS1: Phasing of Urban Extension sites:

*Extensions or alterations to buildings in the Green Belt:* Extensions or alterations to buildings in the Green Belt will be permitted where:

- 1) The host building is lawful and permanent
- 2) In the case of dwellings and ancillary buildings, the extensions would not result in accommodation readily capable of conversion into a separate dwelling(s)
- 3) The design respects the original form and appearance of the existing building and the character of the area
- 4) The extensions, in combination with any other additions, would not be disproportionate compared to the original building, taking account of:
  - a) The additional footprint and floor area created by the alteration(s)
  - b) The massing and bulk of the proposed alteration(s) and resultant building
  - c) The height of the proposed alteration(s) and overall height of the resultant building
  - d) The location, positioning and visual prominence of the proposed alteration(s)

*Replacement buildings in the Green Belt:* Replacement buildings in the Green Belt will be permitted where:

- 1) The existing building is lawful and permanent
- 2) The building proposed is for the same use as that which it is replacing
- 3) The design of the building and any associated landscaping proposals respects the character of the area and openness of the Green Belt
- 4) The proposed building is not materially larger than that which it is replacing taking account of:
  - a) The footprint, floor area, massing and bulk of the replacement building
  - b) The size of the plot within which the building is sited and, where relevant, retained boundary separation
  - c) The height of the replacement building
- 5) The building would be sited on or close to the position of the original building unless an alternative location within the curtilage materially reduces impact on the openness of the Green Belt.

*Reuse and adaptation of buildings in the Green Belt:*

- 1) The re-use and adaptation of buildings to support the rural economy or diversification of rural businesses will be supported provided:
  - a) The existing building is lawful, permanent and of sound construction and can be converted without significant or complete reconstruction
  - b) The conversion would not detract from the character of the building or the surrounding rural character and would not lead to the loss of any features of architectural or historic importance
  - c) The proposed use, along with any associated use of land surrounding the building, would not be materially more harmful to the openness of the Green Belt and/or character of the locality
- 2) Where re-use for, or conversion to, residential use is proposed, planning permission will only be granted where:
  - a) The building is physically unsuitable for a commercial or industrial use, or other use which would support the rural economy, or is otherwise unsuitable due to its location, accessibility or highway safety; or
  - b) The building has remained vacant for at least a 12 month period and it can be demonstrated that reasonable attempts have been made, without success, to let or sell the premises for a use which would support the rural economy or that such a conversion would be financially unviable.

**Reasons:** National policy attaches great importance to protecting the Green Belt from inappropriate development. National policy sets out circumstances when development in the Green Belt is not inappropriate; however, a local policy is considered necessary to provide additional clarity over how these circumstances will be interpreted and assessed locally. A base date of 19 December 1968 is used to define the “original building” for the purposes of

the extension and alteration of buildings in the Green Belt rather than the date of 1 July 1948 set out in national policy. This is consistent with the current approach in the Borough Local Plan and reflects the date at which the Council first adopted a policy controlling the scale of extensions to dwellings and replacement dwellings in the countryside.

### Proposed Policy Approach: NHE6 – HORSE KEEPING AND EQUESTRIAN DEVELOPMENT

**Spatial designations:** Not applicable, applies borough-wide

#### PROPOSED POLICY NHE6:

- 1) Small scale stabling and small scale equestrian facilities will be supported provided the proposal:
  - a) Preserves the openness of the countryside and, where relevant, would not conflict with the purposes of the Green Belt
  - b) Would not adversely impact upon the character or appearance of the landscape or the nature conservation value of the site by virtue of its design, layout or intensity of use
  - c) Prioritises the conversion or re-use of existing buildings and structures in favour of new buildings where possible
  - d) Ensures any new stables or associated structures are sensitively designed, well integrated with existing structures on site and are not capable of adaption for alternative use in the future
  - e) Has convenient and safe access to, but would not adversely impact upon, the existing bridleway network or other publicly accessible routes and spaces.
- 2) Proposals for commercial equestrian facilities will be expected to meet the criteria above and – where in the Green Belt – demonstrate very special circumstances in line with Core Strategy policy.

**Reasons:** Horse riding is a popular leisure activity in the borough. Consequently, there is growing demand for grazing, stabling and riding facilities. These provide a useful leisure resource as well as diversifying the rural economy. However, large concentrations of such facilities (such as in urban fringe locations), combined with poorly managed grazing areas, can lead to the loss of openness and landscape quality and the degradation of public rights of way. A policy is therefore considered necessary to balance the competing demands of equestrian development with protection of the openness of the countryside and quality of the landscape, and define what is considered to be appropriate in a local context. The proposed policy approach is supported by [supplementary planning guidance](#) which provides further detail about horse keeping. Small scale stabling is defined as not more than three looseboxes and one ancillary store/tack room, each not measuring more than 3.6m x 3.6m.

**Objective SC13: Conserve and enhance heritage assets across the borough, supporting their continued viable use and cultural benefits**

**Context**

National Planning Policy Framework

*Para 126:* Local planning authorities should set out in their Local Plans a positive strategy for the conservation and enjoyment of the historic environment...In doing so they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account: the desirability of sustaining and enhancing the significance of heritage assets and putting them into viable uses consistent with their conservation; the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to character and place.

Core Strategy

*Policy CS4:* Development will be designed sensitively to respect, conserve and enhance the historic environment, including heritage assets and their settings. Development proposals that would provide for the sensitive restoration and re-use for heritage assets at risk will be particularly encouraged.

**Evidence base for policies NHE7 - 10**

- Individual [Conservation Area Appraisals](#) explain the reasons for designation of conservation areas in parts of the borough
- The [List of Buildings of Architectural and Historic Interest](#) provides an up to date record (in alphabetical street order) of Statutory Listed Buildings and Locally Listed Buildings (including protected curtilage or attached structures of known interest in the grounds of these), Historic Gardens, Conservation Areas, and Scheduled Monuments
- The [List of Historic Parks and Gardens Supplementary Planning Guidance](#) (adopted November 2001) provides a list of these heritage assets within the borough and reasons for their designation
- The [Planning and Archaeology Supplementary Planning Guidance](#) (adopted November 1993) provides a list of designated Scheduled Monuments, County Sites of Archaeological Importance, and Sites of High Archaeological Potential, within the borough
- The [Surrey Historic Environment Record](#), held by Surrey County Council, contains a comprehensive index of all the county's (including the borough's) heritage assets, both designated and otherwise
- The [Local Distinctiveness Design Guide Supplementary Planning Guidance](#) (adopted March 2004) The purpose of this Guide is to promote better standards of urban design for residential and mixed use developments in the Borough



- The draft Heritage Strategy [\[Insert web link\]](#) identifies the key heritage priority areas for the Council and how the Council seeks to address identified issues through action points

### Proposed Policy Approach: NHE7 – PROTECTING AND ENHANCING CONSERVATION AREAS

**Spatial designations:** The following spatial designations are relevant:

- Conservation Areas

#### **PROPOSED POLICY NHE7:**

- 1) Development within or affecting a Conservation Area will be required to protect, preserve, and wherever possible enhance, the character and appearance of the Conservation Area. Development proposals will be required to:
  - a) Preserve historic fabric
  - b) Utilise appropriate building layout, form, height, depth, scale, massing, spacing between buildings, materials and architectural and other landscape features.
- 2) Demolition, partial demolition, or removal of a building, structure or feature in a Conservation Area will be allowed only where:
  - a) The building, structure or feature detracts from the character or appearance of the Conservation Area by reason of its design and construction (but not its condition), or
  - b) An approved replacement development scheme is in place, which preserves or enhances the character or appearance of the Conservation Area.

**Reasons:** Conservation Areas are statutorily designated for special architectural or historic interest and once designated, legislation requires that local planning authorities act with the aim of protecting, preserving and where possible enhancing the character and appearance of these areas. A policy is therefore considered important to set out how development proposals will be managed and assessed in order to achieve that requirement. The proposed policy approach is supported by supplementary planning guidance which provides further detail about developments affecting the historic environment. The Council will, as resources permit, undertake additional Conservation Area appraisals and management plans/reviews.

### Proposed Policy Approach: NHE8 - SUSTAINING AND ENHANCING BUILDINGS OF SPECIAL AND LOCAL ARCHITECTURAL OR HISTORIC INTEREST

**Spatial designations:** The following spatial designations are relevant:

- Statutory Listed Buildings
- Locally Listed Buildings

**PROPOSED POLICY NHE8:**

- 1) Development will be required to preserve the character and significance of listed or locally listed buildings, their setting and any features of architectural or historic interest.
- 2) Proposals for the demolition of a listed or locally listed building, and/or loss or removal of important features of character will be resisted.
- 3) Proposals which would secure the repair and use of a listed or locally listed building in a manner consistent with its conservation and retain features of architectural or historic value will be supported, particularly where the building is at risk of permanent damage or loss.
- 4) Developments will be expected to:
  - a) Use materials of the highest quality, in keeping with the historic features of the buildings and area; and
  - b) Incorporate appropriate design, including decorative work and ornamentation, and details as part of the development proposal.

**Reasons:** Listed and locally listed buildings are an important resource in the borough, not only providing a link to the past heritage of an area, but also making a visual contribution to character, and in some instances, providing a cultural resource. It is vital that such heritage assets are protected, and that they are treated in accordance with the character and significance of their grading. However, it is also important that local plan policy includes flexibility to ensure that the continued use and maintenance of these assets is viable. The proposed policy approach is supported by supplementary planning guidance which provides further detail about developments affecting the historic environment.

**Proposed Policy Approach: NHE9 – PROTECTING AND ENHANCING HISTORIC PARKS AND GARDENS**

**Spatial designations:** The following spatial designations are relevant:

- Statutory Historic Parks and Gardens
- Locally Listed Historic Parks and Gardens

**PROPOSED POLICY NHE9:**

- 1) Development within or affecting the setting of a historic park or garden will be required to:
  - a) protect, preserve and where appropriate enhance the character and appearance of the parks or garden
  - b) Avoid subdivision

- c) Retain or restore features of historic or architectural interest, including trees, other distinctive planting and hard landscaping, and garden features
  - d) Where relevant, be accompanied by an appropriate management plan.
- 2) Proposals which improve public access to, or views into and out of a, historic park or garden, in a manner consistent with its conservation, will be supported.

**Reasons:** Historic parks and gardens are an important heritage asset, and also make an 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. The proposed policy approach is supported by supplementary planning guidance which provides further detail about developments affecting the [historic environment](#).

### Proposed Policy Approach: NHE10 – SCHEDULED MONUMENTS AND ARCHAEOLOGY

**Spatial designations:** The following spatial designations are relevant:

- Scheduled Monuments
- County Sites of Archaeological Importance
- Sites of High Archaeological Potential

#### PROPOSED POLICY NHE10:

- 1) Development will be required to preserve, and where appropriate, enhance the significance, historic features and importance of Scheduled Monuments and Sites of Archaeological Importance.
- 2) Proposals which enhance the setting of, or improve public access to, a Scheduled Monument or archaeological remains in a manner consistent with its conservation, will be supported.
- 3) An archaeological assessment, and where appropriate a field evaluation, will be required to inform the determination of applications in the following circumstances:
  - a) Sites which affect, or have the potential to affect, Scheduled Monuments
  - b) Sites which affect, or have the potential to affect, areas of Archaeological Importance or High Archaeological Potential
  - c) All other development sites exceeding 0.4ha.

**Reasons:** Archaeological remains constitute the principal surviving evidence of the Borough's past, but are a finite and fragile resource. The destruction of such remains, by development, should be avoided to ensure the Borough's past is not lost forever. The policy approach is supported by supplementary planning guidance which provides further detail about archaeology.

## **Theme 3: Place Shaping**

**Summary of 'Place Shaping' objectives and proposed policy approaches**

**[Insert Table – Theme 3 sections, objective and policies]**

## Section 1: Gypsies, travellers and travelling showpeople

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: people who live in...the borough enjoy the benefits of a prosperous economy;...the wellbeing of communities is supported by accessible health, leisure, education and information services; ...[and] the environment, and green space, is maintained and enhanced for the future.

#### The Core Strategy Objectives:

SO12: To enable the accommodation needs of Gypsies and Travellers, and Travelling Showpeople, to be met in appropriate locations.

#### Core Strategy Policies

- *Policy CS3: Green Belt*
- *Policy CS16: Gypsies, travellers and travelling showpeople*

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to gypsies, travellers and travelling showpeople, the DMP sets out the following objective:

**PS1: Identify a local target for gypsy, traveller and travelling showpeople sites, and allocate sites to achieve this target.**

The proposed DMP policy approach applicable to this objective is:

GTT1: Gypsy, Traveller and Travelling Showpeople Accommodation

### **Objective PS1: Identify a local target for Gypsy, Traveller and Travelling Showpeople sites and allocate sites to achieve this target**

#### **Context**

##### Planning Policy for Traveller Sites

*Para 4:* Government's aims in respect of traveller sites are...to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites.

*Para 8:* Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area.

*Para 9:* Local planning authorities should...identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of sites against their locally set targets;

and identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.

#### Core Strategy

*Policy CS16:* The DMP will identify a local target for Gypsy, Traveller and Travelling Showpeople sites and make provision for a five year supply of specific deliverable sites and broad locations for growth for years six to ten.

A sequential approach will be taken to identifying suitable sites, with possible sites within the urban area being considered first, then all other countryside not within the Green Belt, then sites in the Green Belt. The lack of any suitable, affordable and deliverable sites in the urban area or other countryside not covered by Green Belt could provide the exceptional circumstances necessary to justify alterations to Green Belt boundaries to meet a specific identified need for a Traveller site.

Para 7.7.1 The Council will seek to ensure that sufficient sites are made available to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople. In identifying their needs, reference will be made to the latest Traveller Accommodation Assessment (2013).

#### **Evidence base for policy GTT1**

- The Council's Gypsy and Traveller Accommodation Assessment (2016) [[weblink to be inserted](#)] provides an up-to-date assessment of the level of need in the borough for Gypsy and Traveller pitches and Travelling Showpeople plots over the plan period to 2027.

### **Proposed Policy Approach: GTT1 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE ACCOMMODATION**

The Council's adopted Core Strategy makes reference to the findings of the Traveller Accommodation Assessment (2013).

The revised [Planning Policy Statement for Travellers](#) was published by the Government in August 2015 which sets a new definition for gypsy, traveller and travelling showpeople. A revised Gypsy and Traveller Accommodation Assessment (2016) has been undertaken to review the need for pitches and plots in the borough – taking account of this new national policy. This will inform targets for the provision of accommodation for Gypsies, Travellers and Travelling Showpeople.

The findings of the latest GTAA suggest there is the following need:

- 14 pitches for gypsy and travellers meeting the new definition
- 9 pitches for gypsy and travellers not meeting the new definition

- 9 pitches for gypsy and travellers where it is not known whether they meet the new definition or not
- 7 plots for travelling showpeople meeting the new definition

The Council has commenced consideration of potential sources of supply for gypsy and traveller accommodation. Figure 1 sets out a summary of potential sources of traveller accommodation that the Council has identified, and an assessment of the advantages and disadvantages of each source of supply. We would welcome comments on these potential opportunities to provide new traveller sites to meet the levels of need identified.

**Figure 1: Potential sources of Traveller accommodation supply**

Source of potential sites	Advantages	Disadvantages
New sites within the urban area	<ul style="list-style-type: none"> <li>• Sites more likely to have greater accessibility to services and facilities</li> <li>• Reduces pressure for sites within the countryside and Green Belt</li> </ul>	<ul style="list-style-type: none"> <li>• Land availability is limited and cost of sites likely to be high</li> </ul>
Authorisation of currently unauthorised sites	<ul style="list-style-type: none"> <li>• Sites already established within the local area</li> <li>• Does not rely on availability of new sites</li> <li>• Avoids displacing households</li> </ul>	<ul style="list-style-type: none"> <li>• Sets a precedent which could be seen to legitimise unlawful behaviour</li> </ul>
Extensions to existing sites	<ul style="list-style-type: none"> <li>• Sites already established within the local area</li> <li>• Avoids displacing households</li> </ul>	<ul style="list-style-type: none"> <li>• Expansion of sites could impact on surrounding communities</li> </ul>
New sites within the countryside	<ul style="list-style-type: none"> <li>• Enables the most sustainable sites based on assessment of sustainability and deliverability to be found, consistent with the criteria in the Core Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Requires new land to be found, which may require greater encroachment into countryside</li> <li>• Limited availability</li> </ul>
Provision as part of sustainable urban extensions	<ul style="list-style-type: none"> <li>• Enables sites to be comprehensively planned</li> <li>• Enables traveller accommodation to be provided in areas close to the existing urban area/local services</li> </ul>	<ul style="list-style-type: none"> <li>• Timing of delivery will be tied to the release to the housing sites</li> </ul>

## Section 2: Cemetery and crematorium provision

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: people who live in, work in and visit the borough enjoy the benefits of a prosperous economy; neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options.

#### The Core Strategy Objectives:

SO13: To secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.

#### Core Strategy Policies

- *Policy CS12: Infrastructure Delivery*

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to cemetery and crematorium provision, the following DMP objective and policy approach is proposed:

**PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles**

The proposed DMP policy approach applicable to this objective is:

CEM1: Cemetery and or crematorium provision

### **Objective PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability principles**

#### **Context unnerving**

##### National Planning Policy Framework

*Para 89:* A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. (For clarity, this applies to provision of appropriate facilities for existing cemeteries in the Green Belt).

As established by case law – most notably R (Timmins and Lymn Family Funeral Service) v. Gedling Borough Council and Westerleigh Group Limited [2015 EWCA Civ 110], the provision of new cemeteries is inappropriate development within the meaning of the NPPF. As such, any proposal for new cemeteries in the Green Belt would require very special circumstances to be robustly demonstrated in order to outweigh the harm arising from the proposal to the Green Belt, and any other harm.



Core Strategy

*Policy CS12:* The Council will: ...Encourage proposals that would increase the range, improve the quality or enhance the accessibility of community and leisure...facilities in the borough.

**Evidence base for policy CEM1**

The Cemetery and Crematorium Provision Scoping Paper [[weblink to be inserted](#)] provides an initial analysis of the need to provide new cemetery/crematorium space in the borough.

**Proposed Policy Approach: CEM1 – CEMETERY AND/OR CREMATORIUM PROVISION**

**Spatial designations:** Not applicable, applies borough-wide

**PROPOSED POLICY CEM1:**

- 1) The Council will support applications for new cemeteries and crematoriums where proposals meet the following criteria:
  - a) The site should have a good means of access from roads and should be located near transport nodes.
  - b) Proposals providing burial and/or cremation plots, should not be located in areas at risk from any type of potential source of flooding.
  - c) Proposals providing burial and/or cremation plots, should not be situated within a Groundwater Source Protection Zone, or in areas where there is known evidence of high water tables that would affect the depths required for burial and/or cremation plots.
  - d) Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.
  - e) The proposed development would not have an unacceptable adverse impact on biodiversity, or geological assets.
  - f) The proposal would not have an adverse visual impact on the landscape character of the area.
  - g) The proposal would not have a harmful impact on the amenities of neighbouring occupiers, by reason of noise, pollution, privacy, and visual obtrusiveness.

- 2) Proposals for new cemeteries/crematoriums situated in the Green Belt will only be supported if very special circumstances are demonstrated, and any associated ancillary facilities should be kept to a minimum, to limit the impact on the openness of the Green Belt. Justification of very special circumstances should include, but not necessarily be limited to, all of the following:
  - a) A robust demonstration of need for the facility
  - b) A comprehensive demonstration that there are no alternative suitable sites outside of the Green Belt.
- 3) Proposals for crematoriums will be expected to meet the requirements of The Cremation Act 1902 (Section 5), in terms of the siting of the crematorium.

**Reasons:** Any new cemetery/crematorium facility should be situated within a sustainable location, and have good access to the road network as well as transport nodes such as bus routes, in order to enable ease of access for mourners and visitors. As well as the usual planning considerations, given the nature of this type of development specific consideration will need to be given to level of flood risk, groundwater contamination issues, any existing land contamination, and (as appropriate) the requirements of The Cremation Act 1902. Whilst the National Planning Policy Framework lists facilities for (existing) cemeteries as being potentially acceptable in the Green Belt, planning case law has established that the presumption for new cemeteries should be that these are inappropriate development in the Green Belt. Therefore, a new cemetery or crematorium will only be permitted in the Green Belt if very special circumstances can be demonstrated; planning case law has established that a robust demonstration for need can amount to very special circumstances, provided that it has also been demonstrated that there are no alternative suitable sites outside of the Green Belt for the proposal.

## Section 3: Potential development sites

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where: people who live in, work in and visit the borough enjoy the benefits of a prosperous economy; neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options; the wellbeing of communities is supported by accessible health, leisure, education and information services... and the environment, and green space, is maintained and enhanced for the future.

#### The Core Strategy Objectives:

**SO1:** To ensure that future development addresses the economic and social needs of the borough, without compromising its environmental resources

**SO2:** To enable required development to be prioritised within sustainable locations within the existing built up area, which have the necessary infrastructure, services and community provision, whilst also catering for local housing needs

**SO3:** To ensure that the design and scale of new development recognises, enhances and protects that character of our town centres and other urban areas.

**SO12:** To enable the accommodation needs of Gypsies and Travellers, and Travelling Showpeople, to be met in appropriate locations.

**SO13:** To secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.

**SO19:** To ensure the right amount, range, size and type of commercial areas are available and that the necessary infrastructure and facilities are provided to support a level of economic growth compatible with protecting the environment.

#### Core Strategy Policies

- *Policy CS5:* Valued people and economic development
- *Policy CS6:* Allocations of land for development
- *Policy CS7:* Town and local centres
- *Policy CS8:* The scale of development/infrastructure priorities
- *Policy CS13:* Housing delivery

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to potential development sites, the following DMP objective is proposed:

**PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles**

**Objective PS3: Allocate sites for development across the borough consistent with the Core Strategy and sustainability principles**

**Context**

National Planning Policy Framework

*Para 21:* Local planning authorities should...set criteria or identify strategic sites for local and inward investment...to meet anticipated needs over the plan period.

*Para 23:* Local planning authorities should ... allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres....[and] allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available

*Para 47:* Local planning authorities should...identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements; and identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.

*Para 157:* Local Plans should...allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate.

Core Strategy

*Policy CS6:* Allocation of land for development:

- Development sites will be allocated in the DMP, taking account of sustainability considerations including environmental and amenity value, localised constraints and opportunities, the need to secure appropriate infrastructure/service provision, and policies within the Core Strategy.
- The Council will give priority to the allocation and delivery of land for development in sustainable locations in the urban area.
- The Council will also allocate land beyond the current urban area for sustainable urban extensions, based on an assessment of potential within the following broad areas of search (in order of priority):
  - Countryside beyond the Green Belt adjoining the urban area of Horley
  - East of Redhill and East of Merstham
  - South and South West of Reigate.

*Policy CS13:* Housing delivery:

- The Council will plan for delivery of at least 6,900 homes between 2012 and 2027, equating to an annual average provision of 460 homes per year.
- Housing will be delivered as follows:
  - At least 5,800 homes within existing urban areas
  - The remainder to be provided in sustainable urban extensions in the locations set out in policy CS6
- The Council will identify and allocate in the DMP the necessary sites to deliver these homes in accordance with the policies in the Core Strategy

Theme 3: Place Shaping

- Sites for sustainable urban extensions within the broad areas of search set out in policy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites (based on the residual annual housing requirement).
- The phasing of sustainable extension sites will be set out in the DMP and will take account of strategic infrastructure requirements.

Policy CS8 (as summarised by Box 7):

	Area 1: The North Downs	Area 2a: Redhill	Area 2b: Reigate	Area 3: The Low Weald	Borough Total	
Housing	At least 930 homes to be delivered within the urban area	At least 2,130 homes to be delivered within the urban area	At least 280 homes to be delivered within the urban area	At least 2,440 homes to be delivered within the urban area, including through the Horley sectors	At least 6,900	
	At least 815 homes to be delivered through windfalls and other urban broad locations					
		Up to 500-700 through sustainable urban extensions	Up to 500-700 through sustainable urban extensions	Up to 200 homes through small scale sustainable urban extensions		
Employment (subject to regular monitoring of demand levels)	Approx. 2,000sqm. Predominantly through reuse and intensification of existing employment land.	Approx. 20,000sqm including approximately 7,000sqm in Redhill Town Centre.  Predominantly through reuse and intensification of existing employment land, including office based jobs provided through redevelopment of key sites in Redhill Town Centre.	Approx. 24,000sqm.  Predominantly through reuse and intensification of existing employment land.	Approx. 46,000sqm	Approx. 46,000sqm	
Retail (subject to regular monitoring of demand levels)	Banstead Village Centre: At least 1,300sqm comparison and 1,200sqm convenience	Comparison: at least 15,480sqm (Redhill town centre)  Convenience (across Area 2a and 2b): at least 7,020sqm (the majority in Redhill town centre and a limited amount in Reigate town centre)	Comparison: At least 3,870sqm  Convenience: At least 2,340sqm	At least 25,800sqm comparison floorspace and at least 11,700sqm convenience floorspace		

**Evidence base for potential development sites:**

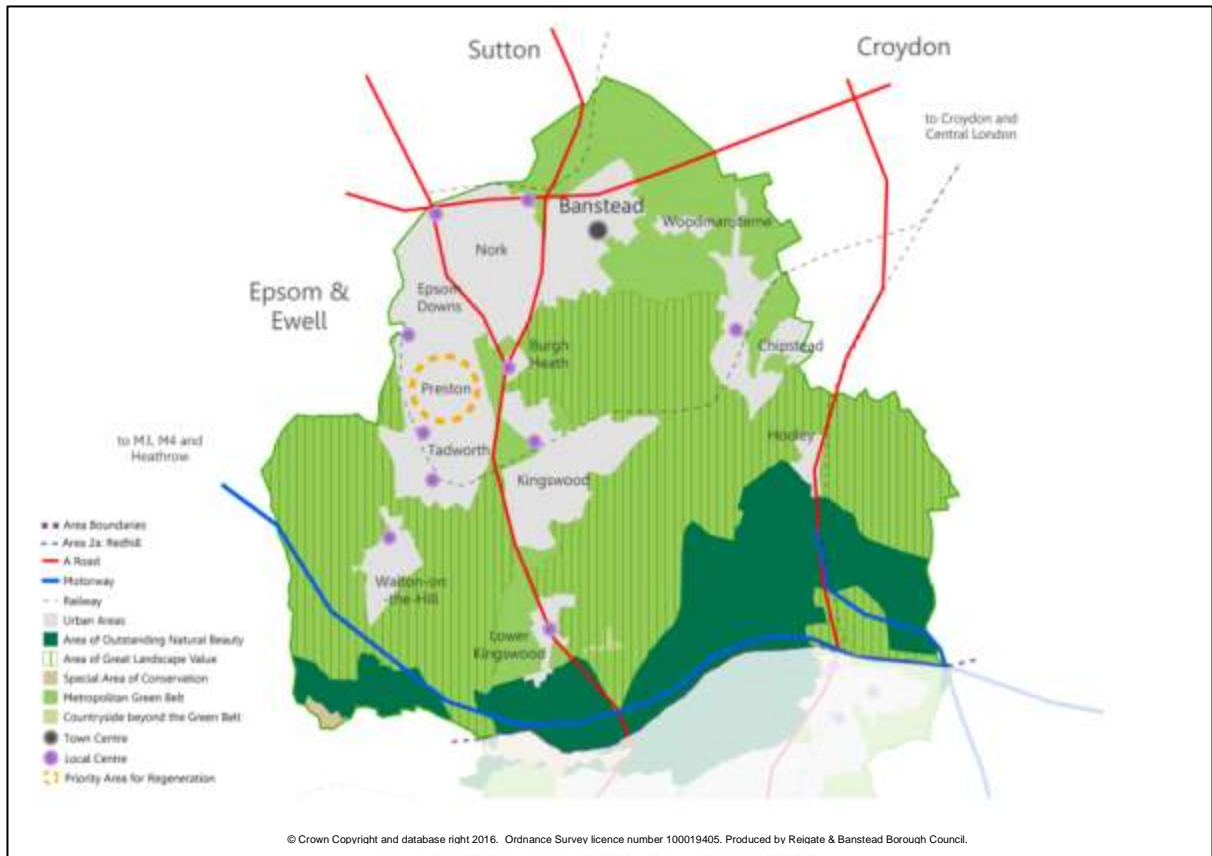
- The Retail Needs Assessment (2016) [\(insert web link\)](#) provides a summary of the assessment of opportunity sites that has been undertaken for each of the borough's main town centres.
- The [Draft Redhill Area Action Plan](#) introduced many of the Redhill Town Centre Opportunity Areas identified in this consultation document, although circumstances have changed in relation to some of the sites
- The [Strategic Housing Land Availability Assessment](#), including a 2016 Addendum [\[insert weblink\]](#), assesses all development sites promoted for housing to the Council, and draws conclusions about whether they are suitable, available and viable for development.
- The Sustainability Appraisal [\(insert web link\)](#) includes an assessment of potential development sites against the East Surrey Sustainability Objectives, and recommends avoidance and mitigation measures to minimise the negative impact of new development and maximise positive sustainability benefits.
- [Council Monitoring Reports](#) provide information about recent development trends in the borough, including in relation to housing, employment and retail development
- The Sustainable Urban Extensions (Stage 2) Site Specific Technical Report [\(insert web link\)](#) provides the background evidence to support the identified shortlist of potential urban extension sites. It includes a constraints assessment, analysis of potential development capacity, and information about the design and mitigation measures that would be required in support of development. It should be read alongside the Green Belt Review.
- The Green Belt Review [\(insert web link\)](#) includes an assessment of the extent to which land parcels in the areas of search for sustainable urban extensions fulfil the five purposes of the Green Belt as set out in national policy. It should be read alongside the Sustainable Urban Extensions (Stage 2) Site Specific Technical Report
- The 2016 Transport Assessment, [\[insert web link\]](#) undertaken by Surrey County Council, models the impact of proposed growth and resultant traffic on the borough's roads and junctions. It should be read alongside the [Infrastructure Delivery Plan Addenda 2015 and 2016](#) which identifies the highway, public transport and sustainable travel interventions which are planned or required over the plan period and to support specific developments.
- The Education Infrastructure Needs Evidence Paper [\[insert web link\]](#) provides an understanding of the school place needs which could arise from the growth anticipated in the Core Strategy and Development Management. It tests the effect of both urban growth and potential urban

extensions. This includes school place modelling carried out by Surrey County Council and sensitivity testing carried out by Reigate & Banstead.

- The Health Infrastructure Needs Evidence Paper [\[insert web link\]](#) sets out a theoretical assessment of the primary and acute healthcare needs which could arise in the borough over the plan period. This paper also reflects on information about the future direction of healthcare provision from local Clinical Commissioning Groups.
- The Council's [Infrastructure Delivery Plan and 2015 Addendum](#), which provides information about the infrastructure needed to support growth in the borough over the plan period. This should be read alongside the Infrastructure Delivery Plan Addendum (2016). [\[Insert web link\]](#)
- Advice on Scope for a Strategic Employment Site within Reigate & Banstead [\[insert weblink\]](#) was commissioned for the Council by Nathaniel Litchfield and Partners, and explores the potential scope of, and market demand for, strategic employment provision in the south of Reigate & Banstead.
- The Draft Sequential Test for flood risk (2016) [\(insert web link\)](#) provides information about flood risk associated with the potential development sites considered by the Council.
- The Strategic Employment Site Opportunity Study (2016) [\(insert web link\)](#) sets out the initial technical appraisal to inform the identification of potential site options for delivering a new strategic site for employment provision within the borough. It sets out an assessment of potential sites against key success factors and planning constraints to identify the most suitable options. The report draws on the assessment of the scope and rationale for strategic employment provision in the borough set out in Advice on the scope for a strategic employment site within Reigate & Banstead (December 2014).

## Section 3A: Area 1 – the North Downs

Figure 2: Area 1: The North Downs



### What does the Core Strategy say?

The Core Strategy recognises that this area of the borough has limited potential for further development due to levels of transport infrastructure, the existing built form and the constraints of the Metropolitan Green Belt and the AONB/AGLV. It identifies that the key objectives of the spatial strategy for this area are to achieve modest and sustainable growth within these limitations whilst preserving and enhancing the area.

The Core Strategy describes Banstead Village in 2027 as being recognised as a vibrant and vital centre providing a mix of uses and services for the local needs of people in the north of the borough. By this time, regeneration initiatives in Preston will have secured a better quality of environment and access to services, and helped deliver an improvement in life chances for those who live there.

### Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.



**Figure 3: Development within Area 1 (Core Strategy)**

<b>Core Strategy requirement</b>	
Housing	At least 930 new homes within the urban area
	<i>Including</i>
	340 in the Preston Regeneration Area 180 within Banstead village
Employment <sup>2</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approx 2,000sqm
Retail <sup>3</sup>	<i>Within Banstead village</i>
	At least 1,300sqm comparison
	At least 1,200sqm convenience
Infrastructure	New leisure and community hub facility at Preston
	Transport improvements in and around Preston Regeneration Area
	Highway improvements to A240/B221 Junction

**What will the DMP do?**

The DMP will allocate sites for a range of types of development across Area 1 (so-called 'site allocations'), consistent with the overall spatial strategy as set out in the Core Strategy.

- Town Centre Opportunity Sites
- Urban Housing Sites

No areas of search for urban extensions were identified in the Core Strategy in Area 1.

**Banstead Town Centre potential development sites**

The following potential development sites have been identified in Banstead Town Centre as having some potential for redevelopment or intensification over the plan period (to 2027). It should be noted that at this stage that not all opportunity sites listed here have been identified as immediately deliverable.

<sup>2</sup> Subject to regular monitoring of demand levels

<sup>3</sup> Subject to regular monitoring of demand levels

**Potential Town Centre development site: BAN1 – 136-168 HIGH STREET, BANSTEAD, SM7 2NZ**

**Current use:**

Mixed including retail, community and civic uses

**Site size:**

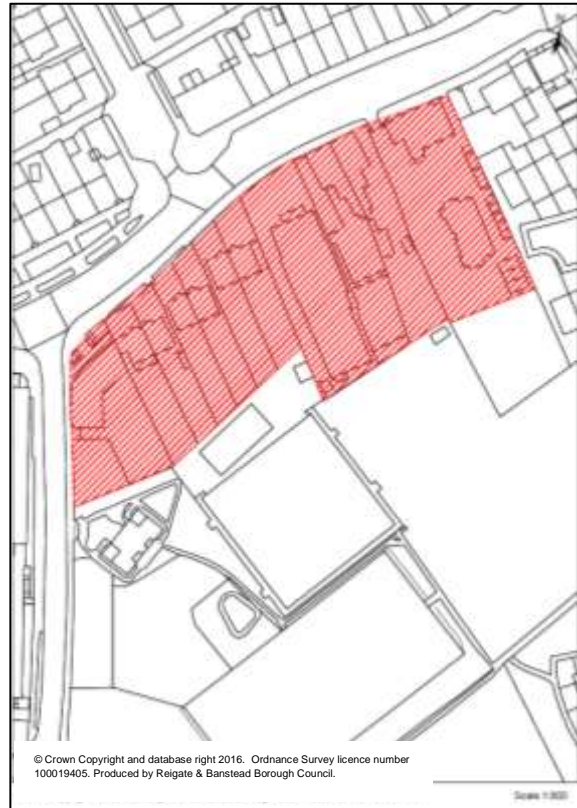
0.66ha

**Availability and delivery:**

- Site is in multiple ownerships and availability of some units is unknown. Compulsory purchase may be required to deliver a comprehensive scheme.
- Given these constraints, it is considered that the site represents a medium term opportunity (5 -10 years)

**Summary of site assessment:**

- Location: Accessible location. Adjacent to the proposed primary shopping area of Banstead: represents a natural extension to the shopping circuit
- Land use: Opportunity for intensification of a previously developed site
- Flooding: Partially affected by surface water flooding



**What could development on this site comprise?**

Mixed use scheme, including retail, community and leisure and residential.

- **Retail/community/leisure:** up to 1,500sqm (scope for complementary community/leisure uses; including retention or replacement of existing); and
- **Residential:** approximately 40 homes

**What would be required to support development of this site should it be allocated?**

- Maintenance of active ground floor High Street frontage
- Retail provision, and type/size of units, to complement character of Banstead Village and its existing retail function
- Retention, replacement or adequate relocation of community uses
- Improvements to public realm
- Measures to address and attenuate surface water flooding risk

**Potential Town Centre development site: BAN2 – THE HORSESHOE, BANSTEAD, SM7 2BQ**

**Current use:**

Mixed including:

- Area A – community, public services and public car parking
- Area B – public services
- Area C – Offices, public services, residential and open space

**Site size:**

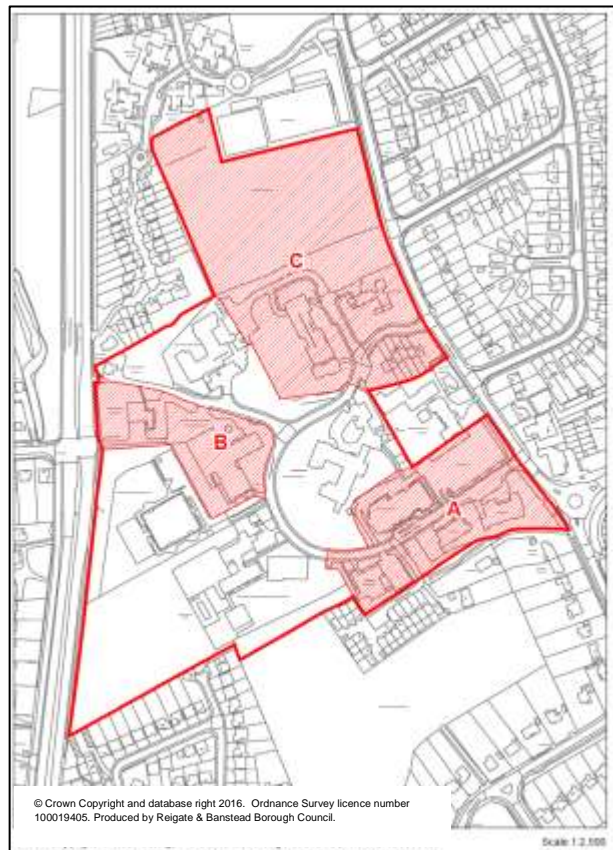
5.7ha

**Availability and delivery:**

- Area A – Owned by Surrey County Council, Reigate and Banstead Borough Council and NHS Estates
- Area B – Owned by South East Coast Ambulance
- Area C – Predominantly owned by Surrey County Council with some residential units owned by Raven Housing Trust
- The site has potential for development in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Accessible location, in close proximity to the main shopping area with part of the southern portion proposed for inclusion within the Banstead Village town centre boundary
- Land use: Opportunity for redevelopment of existing previously developed sites
- Flooding: Parts of the site affected by surface water flooding
- Biodiversity: There are a number of protected trees along the site boundaries and the site forms part of a 'green corridor' along Bolters Lane
- Community: Potential to enhance and improve the quality and viability of community infrastructure



**What could development on this site comprise?**

- Comprehensive regeneration of The Horseshoe as an enhanced location for community/public services

- A range of community and/or public services, potentially including healthcare, emergency services, library, youth and community facilities – focussed on potential development areas *A & B*
- Complementary enabling development including:
  - Residential: potentially appropriate for all potential development areas, subject to design/mitigation below
  - Small scale retail, leisure and other commercial on potential development area *A* within the proposed town centre boundary

**What would be required to support development of this site should it be allocated?**

- Detailed proposals for comprehensive development to be agreed and approved through a design brief
- Development on existing open space (area *C*) would only be acceptable where clearly justified by viability and the need for funding to enable significant community service and environmental improvements elsewhere on The Horseshoe.
- Any retail, leisure or commercial provision to be small scale, and complementary to the existing town centre
- Improved connectivity to, and relationship with, the town centre
- Upgraded pedestrian and vehicular access and drop-off to serve the schools
- Retention, re-provision or enhancement of public car parking and recycling facilities
- Adequate on-site, off-street parking for any new development
- New or upgraded public open space and enhancements to green infrastructure to complement and strengthen the existing 'green corridor' along Bolters Lane
- Retention of existing trees and design to respect the character of Bolters Lane
- Measures to address and attenuate surface water flooding risk

**Potential urban housing development sites**

The Core Strategy prioritises development within the current urban areas. In preparing this consultation document, the Council has investigated potential urban housing sites. The potential urban housing sites included in this consultation document are those which are of a larger scale, would necessitate a change of use to residential from some other use; and/or raise other potentially controversial planning issues. It is not intended that smaller potential housing sites, currently in residential use, will be allocated through the DMP.

**Potential urban development site: KBH1 – LAND AT KINGSWOOD STATION, WATERHOUSE LANE, KINGSWOOD, KT20 6EN**

**Current use:**

Commercial/workshop premises, yard and station forecourt

**Site size:**

0.78ha

**Availability and delivery:**

- Site is owned by Network Rail and has previously been promoted by them for development.
- Vacant possession is achievable
- The site has potential for development in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Highly accessible location. Adjacent to Kingswood railway station and in close proximity to Waterhouse Lane local centre
- Land use: Opportunity for intensification of existing previously developed site
- Heritage: Adjacent to Kingswood conservation area; adjoining station building is locally listed
- Biodiversity: Protected trees on the boundary of the site



**What could development on this site comprise?**

- **Residential:** Up to 35 homes
- **Parking:** Retention and enhancement of station car parking

**What would be required to support development of this site should it be allocated?**

- Development should secure enhancement of station access, facilities and car parking provision
- Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures.
- Improvements to highway and junction safety at Furze Hill/Waterhouse Lane
- Design to be sensitive to setting of locally listed station buildings

**Potential urban development site: BAN3 – BANSTEAD COMMUNITY CENTRE, PARK ROAD, BANSTEAD, SM7 3AJ**

**Current use:**

Community centre and parking

**Site size:**

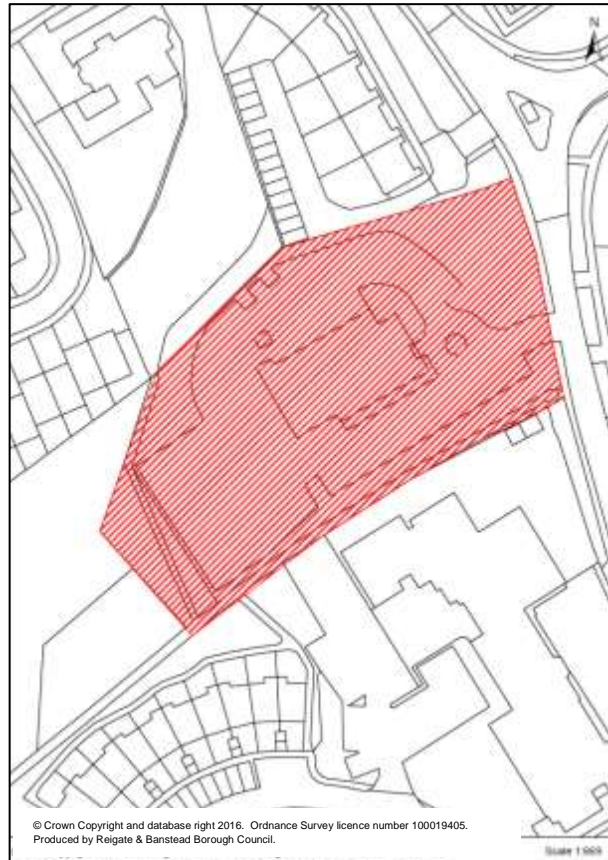
0.51ha

**Availability and delivery:**

- Freehold owned by Reigate & Banstead Borough Council
- Leased to trustees of operating community organisation – alternative onsite community provision likely to be required
- The site has potential for development in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Accessible location but not well related to the existing shopping area
- Land use: Opportunity for intensification of a previously developed site
- Flooding: Partially affected by surface water flooding
- Biodiversity: Adjacent to a number of protected trees



**What could development on this site comprise?**

Mixed use scheme including residential and community uses.

- **Residential:** approximately 15 homes; and
- **Community uses:** replacement and enhancement of existing community use

**What would be required to support development of this site should it be allocated?**

- Retention or replacement of community uses
- Appropriate parking for both community and residential uses
- Measures to address and attenuate surface water flooding risk

**Proposed Policy Approach: BAN 4 - NETHERNE ON THE HILL**

Netherne-on-the-Hill, or Netherne Village, is an estate of almost 600 homes which was developed in the late 1990s on the site and grounds of a former psychiatric hospital in the Green Belt to the south east of Chipstead.

As Green Belt boundaries can only be changed through the Local Plan, the estate which has now been developed remains within the Green Belt. The DMP therefore represents the first opportunity to reconsider whether Netherne Village as it now exists should remain within the Green Belt.

The Green Belt Review [\[insert link\]](#) concludes that the character, density and extent of built development at Netherne-on-the-Hill set it apart from the surrounding open countryside and, as a result, the village makes a relatively low contribution to the purpose and integrity of the Green Belt in this area. The main built up area is also considered to have a relatively clearly defined boundary.

It is therefore considered that it may be appropriate, and consistent with national planning guidance<sup>4</sup>, to exclude Netherne Village from the Green Belt. A possible boundary is shown below: this boundary has been drawn tightly around the established built up area to prevent potential for sprawl or the coalescence of the village with the built up area of Coulsdon to the north.

We would welcome your views on the principle of taking the built up area of Netherne village out of the Green Belt, and the boundary proposed.



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<sup>4</sup> NPPF paragraph 86.



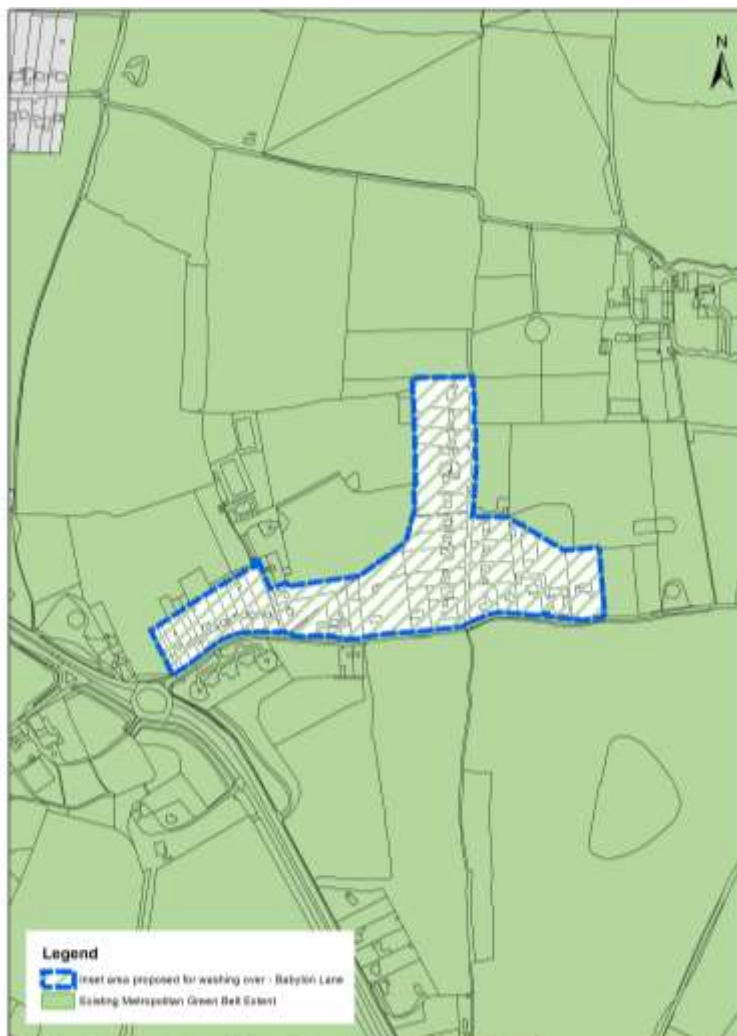
**Proposed Policy Approach: BAN 5 - BABYLON LANE/LOVELANDS LANE**

Babylon Lane/Loveland's Lane is a ribbon, low density residential area close to the southern edge of the Lower Kingswood urban area but physically separated from it.

Unlike much of the surrounding countryside - and similar residential areas - in the north of the borough, the Babylon Lane/Loveland's Lane was excluded from the Green Belt through a previous version of the Local Plan. Despite this, the replacement, alteration or extension of dwellings within the area is currently controlled – through the 2005 Borough Local Plan – by a policy approach that is, effectively, the same as Green Belt policy.

Given the low density, loose knit and semi-rural character of the area and relatively permeable and indefinite boundaries which it shares with surrounding open countryside, it is considered that it may be appropriate to include the area within the Green Belt. This would reflect, and provide appropriate protection to, the contribution which it makes to the Green Belt.

We would welcome your views on the principle of including the Babylon Lane/Loveland's Lane area within the Green Belt.

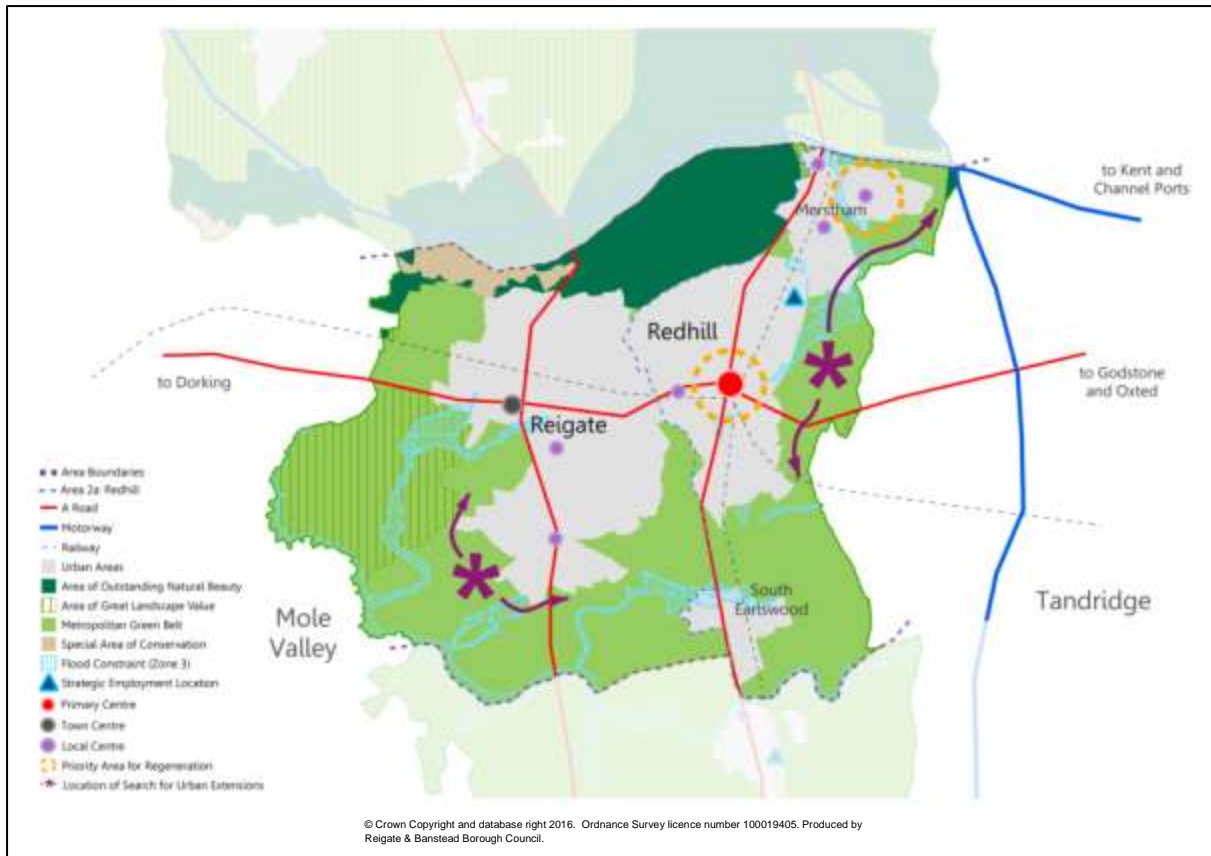


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Scale 1:5,000

## Section 3B: Area 2a – Wealden Greensand Ridge – Redhill and Merstham

Figure 4: Area 2: Wealden Greensand Ridge



### What does the Core Strategy say?

The Core Strategy's spatial strategy for both Area 2a and Area 2b is to recognise the need to ensure its continue success by maintaining the area's high economic profile, and in particular supporting Redhill to grow physically and economically into the future.

The Core Strategy describes Redhill in 2027 as having had its potential realised, with the town centre being an attractive sub-regional centre and a vibrant place to live, work and spend time, which will have been realised through regeneration. By this time, regeneration initiatives in Merstham will have secured a better quality of environment and access to services, and helped deliver an improvement in life chances for those who live there.

Redhill town centre is identified as having the potential to become a better connected and more vibrant town centre, with the opportunity to capture benefits from inward investment opportunities. As the borough's primary shopping centre, the majority of retail and leisure development will be focused in this area. In addition, Redhill, and the employment areas across Area 2a will be supported to growth and evolve.

The area to the east of Redhill, and to the East of Merstham, is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity (across both areas) for up to 500-700 new homes.

Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

**Figure 5: Development in Area 2a (Core Strategy)**

Core Strategy requirement	
Housing	At least 1,330 new homes within the urban area
	<i>Including</i>
	750 in Redhill Town Centre
	50 in Merstham
	Up to 500-700 new homes in sustainable urban extensions to the East of Redhill and East of Merstham
Employment <sup>5</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approximately 20,000sqm across both Area 2a and Area 2b
	<i>Including</i>
	Approx 7,000sqm in Redhill Town Centre
Retail <sup>6</sup>	Comparison – at least 15,480sqm in Redhill Town Centre
	Convenience: At least 7,020sqm, the majority within Redhill Town Centre
Infrastructure	Redhill Balanced Network Highway Scheme
	Relocation of community facilities from Cromwell Road
	New 2 form entry primary school
	New 6 form entry secondary school
	Expansion of existing primary schools in Redhill/Reigate area
	Merstham Community Hub
	Earlswood Depot Waste Processing facility
	Merstham Sewage Treatment Works
M25 Junction 8 remodelling of merge configurations	

**What will the DMP do?**

The DMP will allocate sites for a range of types of development across Area 2a (so-called ‘site allocations’), consistent with the overall spatial strategy as set out in the Core Strategy.

- Town Centre Opportunity Sites
- Urban Housing Sites
- Reserve Sustainable Urban Extension Sites

**Redhill Town Centre potential development sites**

The following potential development sites have been identified in Redhill Town Centre as having potential for redevelopment or intensification over the plan period (to 2027). The majority of these sites have previously been identified as having development potential through the Council’s draft Redhill Town Centre Area Action Plan. The DMP carries forward the majority of identified Redhill Town Centre Area Action Plan (Draft 2012) sites but with modifications that reflect subsequent changes in the economic environment and anticipated development potential.

<sup>5</sup> Subject to regular monitoring of demand levels

<sup>6</sup> Subject to regular monitoring of demand levels

**Potential Town Centre development site: RTC1 – MARKETFIELD WAY/HIGH STREET, REDHILL, RH1 1RH**

**Current use:**

Surface car parking. Retail and offices along High Street frontage

**Site size:**

0.67ha

**Availability and delivery:**

- Freehold owned by Reigate & Banstead Borough Council
- Some remaining occupational leasehold interests on the High Street units
- The site has potential for development in the short term (0 - 5 years)
- Planning application has been submitted

**Summary of site assessment:**

- Location: Highly accessible location. Prominently located within primary shopping area of Redhill
- Flooding: Majority of the site falls within Flood Zone 3
- Heritage: Adjacent to a number of locally listed buildings and the Redhill town centre conservation area



**What could development on this site comprise?**

Mixed use, including retail, leisure and residential.

- **Retail:** Approximately 3,500sqm focussed on predominantly comparison operators; and
- **Food and drink:** Approximately 1,200sqm; and
- **Leisure:** Six screen cinema; and
- **Residential:** Approximately 150 residential units

**What would be required to support development of this site should it be allocated?**

- Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Active ground floor frontages (retail/leisure) onto High Street and, where possible, onto Marketfield Way
- A range of retail unit sizes, including large units to attract national comparison retailers
- High quality public realm and improved connectivity between High Street and Marketfield Way

**Potential Town Centre development site: RTC2 – CROMWELL ROAD, REDHILL, RH1 1RT**

**Current use:**

Retail and residential

**Site size:**

0.08ha

**Availability and delivery:**

- Freehold owned by Reigate & Banstead Borough Council
- The site has potential for development in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Highly accessible location. Part of the proposed secondary shopping area in Redhill
- Flooding: Partially affected by surface water flooding
- Capacity: depth of site may limit nature of development which can be achieved



**What could development on this site comprise?**

Mixed use development including enhanced ground floor retail and residential at upper floors.

- **Retail, leisure or commercial:** no net gain in floorspace; and
- **Residential:** approximately 30 units (net 22)

**What would be required if this site were to come forward for development should it be allocated?**

- Retention of active ground floor uses/frontages (retail/leisure/commercial)
- Measures to address and attenuate surface water flooding risk

**Potential Town Centre development site: RTC3 – ROYAL MAIL SORTING OFFICE, REDSTONE HILL, REDHILL, RH1 1AA**

**Current use:**  
Postal depot

**Site size:**  
0.90ha

**Availability and delivery:**

- Site owned by Royal Mail
- Release of the site for redevelopment would be subject to satisfactory relocation of the postal depot
- The site is considered to have potential in the medium term (5 - 10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Adjacent to rail station but separated from the main shopping area
- Land use: Opportunity for intensification of existing previously developed site
- Flooding: Site is partially affected by Flood Zones 2 and 3a (southern part)
- Environmental health: Proximity to the railway line may give rise to residential amenity issues.



**What could development on this site comprise?**

Mixed use (residential/offices).

- **Residential and Offices:** Approximately 3,000sqm office space and approximately 80 homes
- **Residential only:** Approximately 120 units

**What would be required to support development of this site should it be allocated?**

- Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Design to ensure satisfactory residential amenity due to proximity to railway line and Redhill air quality management area, including appropriate noise reduction measures.

**Potential Town Centre development site: RTC4 – COLEBROOK, NOKE DRIVE, REDHILL, RH1 1PT**

**Current use:**

Mixed community services and garden centre

**Site size:**

1.47ha

**Availability and delivery:**

- Site owned by Surrey County Council
- Availability may be subject to relocation/re-provision of some uses
- The site is considered to have potential in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Adjacent to rail station but separated from the main shopping area
- Land use: Opportunity for intensification of existing previously developed site
- Flooding: Site is partially affected by Flood Zones 2 and 3a (south-west corner)
- Biodiversity: Numerous protected trees on site



**What could development on this site comprise?**

Mixed use (residential and community uses).

- **Residential:** Up to 80 units; including potentially housing for older people; and
- **Community:** New community uses

**What would be required to support development of this site should it be allocated?**

- Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Design to retain existing trees and enhance landscaping and green infrastructure on site
- Design, layout and density to reflect transition from town centre to adjoining residential areas
- Re-provision/relocation of community uses where necessary

**Potential Town Centre development site: RTC5 – FORMER LONGMEAD CENTRE, HOLLAND CLOSE, RH1 1HT**

**Current use:**

Vacant, former adult education centre

**Site size:**

0.22ha

**Availability and delivery:**

- Site owned by Surrey County Council
- The site is considered to have potential in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Close to town centre but detached from the main shopping area
- Flooding: Site is partially affected by Flood Zones 3a and 3b
- Heritage: Existing building is locally important and considered suitable for local listing



**What could development on this site comprise?**

**Residential:** Approximately 20 new homes

**What would be required to support development of this site should it be allocated?**

- Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Retention/conversion of existing locally important building, or – as a minimum – valued/prominent facades



**Potential Town Centre development site: RTC6 – GLOUCESTER ROAD CAR PARK, REDHILL, RH1 1BS**

**Current use:**

Surface public car park

**Site size:**

0.76ha

**Availability and delivery:**

- Owned by Reigate & Banstead Borough Council
- The site is considered to have potential in the medium to medium term (5-10 years)

**Summary of site assessment:**

- Location: Accessible, edge of centre location. Close to town centre and rail station but detached from the main shopping area
- Flooding: Site is partially affected by Flood Zones 2 and 3
- Land use: Loss of town centre car parking capacity



**What could development on this site comprise?**

Mixed use (Residential/offices)

- **Residential and Office:** approximately 2,500sqm office space and approximately 30 new homes
- **Residential only:** Approximately 60 new homes
- **Offices only:** Approximately 4,000 sqm
- **Parking:** Potential for retention or on-site re-provision of some town centre parking capacity

**What would be required to support development of this site should it be allocated?**

- Measures to manage and attenuate flooding, in order to achieve an overall reduction in flood risk
- Consideration of local demand for parking (including from town centre users) and off-street overnight parking for heavy goods vehicles
- Appropriate improvements to site access onto Gloucester Road
- Design and layout to ensure amenity of neighbouring uses is protected

**Potential Urban housing development sites**

The Core Strategy prioritises development within the current urban areas. In preparing this consultation document, the Council has investigated potential urban housing sites. The potential urban housing development sites identified in this consultation document are those which are of a larger scale, would necessitate a change of use to residential from some other use; and/or raise other potentially controversial planning issues. It is not intended that smaller potential housing sites, currently in residential use, will be allocated through the DMP.

**Potential urban development site: RED1 – QUARRYSIDE BUSINESS PARK, THORNTON SIDE, REDHILL, RH1 2LJ**

**Current use:**

Industrial/commercial units

**Site size:**

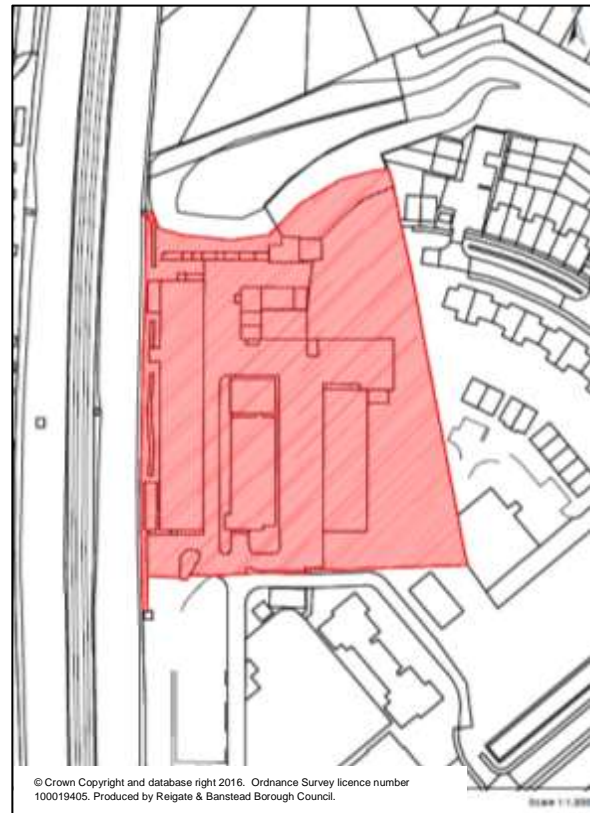
1.20ha

**Availability and delivery:**

- In private single ownership and promoted for housing. Occupational leases would need to be acquired
- The site is considered to have potential in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Accessible location. Good access to local facilities and bus services
- Flooding: Partially affected by surface water flooding risk
- Land use: Identified for potential residential development in "[Land at Holmethorpe Development Brief 2001](#)".
- Environmental health: Proximity to the railway line may give rise to residential amenity issues. Potential land contamination
- Landscape: Densely wooded, steep banks to north of site



**What could development on this site comprise?**

Residential with potential community provision.

- **Residential:** Up to 60 units, focussed predominantly on a mixture of small and large family houses

**What would be required to support development of this site should it be allocated?**

- Measures to address and attenuate surface water flooding risk
- Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures.
- Development to be accessed from Reeds Meadow to avoid additional congestion on Thorntonside
- Full contamination survey and land remediation measures as appropriate
- Explore potential for some community provision as part of future development

**Potential urban development site: RED2 – DEPOT AND BELLWAY HOUSE, STATION ROAD, MERSTHAM, RH1 3YU**

**Current use:**

Storage depot and offices

**Site size:**

0.72ha

**Availability and delivery:**

- Site is in two separate ownerships.
- Site has previously been promoted for housing but release may be dependent upon relocation of existing operations.
- The site is considered to have potential in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Good access to local facilities and bus services and adjacent to rail station
- Flooding: Affected in part by flood risk (Zones 2 and 3)
- Land use: Opportunity for intensification of existing previously developed site.
- Environmental health: Proximity to the railway line and motorway may give rise to residential amenity issues. Potential land contamination
- Heritage: Area of archaeological interest within site



**What could development on this site comprise?**

- **Residential:** Up to 30 units

**What would be required to support development of this site should it be allocated?**

- Avoid development on areas at risk of flooding. On the rest of the site, measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Design to ensure satisfactory residential amenity due to proximity to railway line and motorway, including appropriate noise reduction measures
- Full contamination survey and land remediation measures as appropriate
- Appropriate archaeological survey and measures to protect/record interest features as required
- Appropriate improvements to site access from Station Road North

**Potential urban development site: RED3 – HOCKLEY BUSINESS CENTRE, HOOLEY LANE, REDHILL, RH1 6ET**

**Current use:**

Industrial and commercial units

**Site size:**

0.50ha

**Availability and delivery:**

- Site is in a single ownership.
- Site has previously been promoted for housing by a housebuilder.
- Existing occupational leases may need to be terminated.
- The site is considered to have potential in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Redhill town centre and Earlswood train station in relatively close proximity. Access constraints from Hooley Lane
- Land use: Opportunity for intensification of existing previously developed site
- Heritage: Locally listed building on site and listed wall on road frontage
- Environmental Health: Proximity to the railway line may give rise to residential amenity issues. Potential land contamination



**What could development on this site comprise?**

- **Residential:** Up to 40 units

**What would be required to support development of this site should it be allocated?**

- Design to protect and secure enhancement and restoration of the locally listed building and listed wall facing onto Hooley Lane
- Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures.
- Measures to address contamination where relevant
- Appropriate improvement to site access onto Hooley Lane

**Potential urban development site: RED4: CHURCH OF EPIPHANY, MANSFIELD DRIVE, MERSTHAM, RH1 3JP**

**Current use:**

Church (vacant) and curtilage

**Site size:**

0.32ha

**Availability and delivery:**

- Owned by Diocese of Southwark
- The site has potential for development in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Good access to local facilities, including facilities within nearby local centre. Within Merstham regeneration area
- Land use: Opportunity for intensification of existing previously developed site



**What could development on this site comprise?**

- **Residential:** Up to 10 units

**What would be required to support development of this site should it be allocated?**

- Development of a scale that reflects character of the surrounding area and safeguards residential amenity
- Provide sufficient off-street parking in accordance with adopted local standards

**Potential urban development site: RED5 – MERSTHAM LIBRARY, WELDON WAY, MERSTHAM, RH1 3QB**

**Current use:**

Library

**Site size:**

0.26ha

**Availability and delivery:**

- Owned by Surrey County Council. Alternative site for library currently under development as part of regeneration activities.
- Site only to be released for development on completion of alternative library on site within the nearby local centre
- The site is considered to have potential in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Good access to local facilities, including to facilities within nearby local centre
- Flooding: Partially affected by flood risk (Zone 2 and 3)
- Land use: Opportunity for intensification of existing previously developed site



**What could development on this site comprise?**

Residential and/or community use (church).

- **Residential:** Up to 10 homes; and
- **Community:** Replacement of nearby community use (e.g. RED4) or other relevant community use

**What would be required to support development of this site should it be allocated?**

- Avoid development on areas at risk of flooding. On the rest of the site, measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Provide sufficient off-street parking in accordance with adopted local standards

**Potential urban development site: RED6 – FORMER OAKLEY CENTRE, RADSTOCK WAY, MERSTHAM, RH1 3NT**

**Current use:**

Community services (youth centre) – vacant

**Site size:**

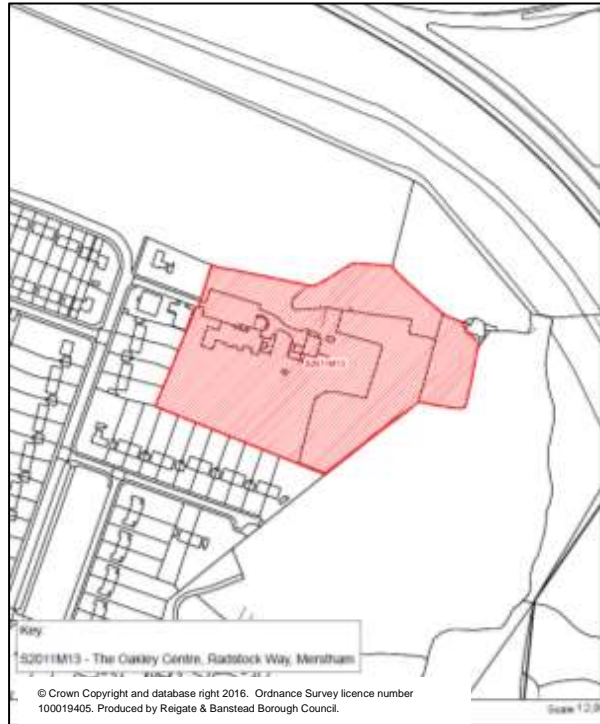
1.97ha

**Availability and delivery:**

- Owned by Surrey County Council
- Has been actively promoted for development as part of Merstham regeneration.
- The site is considered to have potential in the short term (0 - 5 years)
- Planning application has been submitted

**Summary of site assessment:**

- Location: Accessible location. Relatively close proximity to facilities within the local centre
- Landscape: Partially designated Urban Open Land and partially Green Belt. Wooded areas within site
- Environmental health: In close proximity to junction 7 of the M25 and M23.
- Heritage: Oakley Centre building is Grade II listed



**What could development on this site comprise?**

- **Residential:** Up to 30 homes (including conversion of listed building)

**What would be required to support development of this site should it be allocated?**

- Design and layout to protect and enhance listed building and its setting
- Retention and enhancement of existing trees and green infrastructure, including open space
- Development on existing open land would only be acceptable where clearly justified by viability and the need for funding to support regeneration in Merstham
- Design to ensure satisfactory residential amenity due to proximity to motorway, including appropriate noise reduction measures.



**Potential urban development site: RED7 – REDHILL LAW COURTS, HATCHLANDS ROAD, REDHILL, RH1 6DH**

**Current use:**

Community/Civic (Law courts)

**Site size:**

0.75ha

**Availability and delivery:**

- Owned by Ministry of Justice Estates
- Closure announced for 2017
- The site is considered to have potential in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Close proximity to Redhill and Reigate town centres – good accessibility to services and transport.
- Land use: Opportunity for intensification of existing previously developed site
- Flooding: Partially affected by surface water flooding risk
- Heritage: Adjacent to Shaws Corner Conservation Area and three locally listed buildings
- Ecology: Number of protected trees close to boundaries of site (outside the site boundary)



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**What could development on this site comprise?**

- **Residential:** Up to 35 units, focussed on a mixture of flats and family houses; or
- **Education:** New primary school

**What would be required to support development of this site should it be allocated?**

- Avoid development on areas at risk of flooding. On the rest of the site, measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Design to respect setting of neighbouring locally listed buildings and adjoining conservation area
- Protection and retention of existing trees
- Provide sufficient off-street parking in accordance with adopted local standards and, in the event of a school, appropriate provision for safe/convenient drop-off

**Potential urban development site: RED8 – LAND AT READING ARCH ROAD/BRIGHTON ROAD, REDHILL, RH1 1HG**

**Current use:** Mixed industrial units, car sales showroom and open storage land

**Site size:** 1.90ha

**Availability and delivery:**

- Multiple ownerships
- Large part of the freehold is owned by Reigate & Banstead Borough Council
- Compulsory purchase may be required to achieve a comprehensive scheme
- The site is considered to have potential in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Accessible location. Close to town centre and rail station but separated from the main shopping area by the railway. Prominent and direct access onto A23
- Flooding: Site is partially affected by Flood Zones 2 and 3. Redhill Brook partially culverted under site
- Environmental health: Proximity to the railway line may give rise to residential amenity issues. Potential land contamination
- Retail needs: In the longer term, the site may provide scope to expand the main town centre retail area. This would be only be justified by evidence of a clear need for additional retail space and would subject to full assessment of the impact on the town centre



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**What could development on this site comprise?**

Mixed use comprising retail with residential.

- **Retail:** New bulky goods retail provision (approximately 4,000sqm) through extension of the existing retail warehouse area to the south; and
- **Residential:** Up to 100 residential units.

**What would be required to support development of this site should it be allocated?**

- Continued protection and retention of existing employment uses until a comprehensive mixed use scheme comes forward
- Retail provision, including size of units and the type of goods sold, restricted to

ensure development is complementary to the existing town centre offer

- Design to reflect scale of development along Brighton Road and transition away from town centre
- Relocation strategy for existing business/industrial occupiers
- Measures to improve connectivity with the main shopping area, including appropriate public realm improvements
- Measures to manage and attenuate flood risk, including de-culverting of the Redhill Brook where possible and improvements to the river corridor
- Full contamination survey and land remediation measures as appropriate
- Design to ensure satisfactory residential amenity due to proximity to railway line and Redhill air quality management area, including appropriate noise reduction measures.

**Proposed Policy Approach: RED9 – EAST SURREY HOSPITAL, CANADA AVENUE, REDHILL**

East Surrey Hospital is currently included within the Green Belt. This means that operational development proposals within the built envelope of the Hospital need to be supported by evidence justifying very special circumstances.

One option would be for the Council to take the built areas of the Hospital out of Green Belt designation to make the planning process easier. However the area excluded from Green Belt would need to be carefully defined to minimise the risk of sprawl which has the potential to undermine the purposes of the Green Belt. We would welcome views on this approach.

### **Potential development sites beyond the current urban area**

The Core Strategy defines an area of search for urban extensions around East Redhill and East Merstham. It identifies that there may be the potential for up to 500-700 new homes on land that is currently designated as Green Belt in these areas.

The first stage in identifying potential site options for urban extensions was to convert the Core Strategy area of search into a long-list of distinct land parcels.

These land parcels were then subject to a planning assessment, including consideration of constraints (such as landscape, nature conservation, flooding, heritage, access, current use, and accessibility), and a review of the extent to which the parcels perform a Green Belt purpose (as defined by national policy). The results of this planning assessment are provided in the Sustainable Urban Extensions (Stage 2) Site Specific Technical Report [\[insert web link\]](#) and the Green Belt Review [\[insert web link\]](#).

This process allowed sites that either demonstrated considerable constraints to development; or performed an important Green Belt purpose to be sieved out, to reach a shortlist of sites.

This shortlist of potential urban extension development sites is now being presented for consultation. In the final DMP the Council will need to allocate some reserve urban extension sites for development. This means that:

- Reserve sites will be taken out of the Green Belt, and included within the urban area, however they will continue to be protected as though they are Green Belt until such time as they are formally released for development.
- A policy for each site will be prepared, confirming the amount and type of development that would be acceptable on the site, and any design and mitigation measures required to make the development acceptable
- A policy will also be included setting out the trigger points for development of sites (consistent with the Core Strategy, which links their development to when the Council cannot demonstrate a five year supply of housing sites) and a system of prioritisation and phasing (the order in which sites should be developed) (see Theme 3 Section 4).

At this stage, the Council is consulting on potential urban extension development sites beyond the current urban area. **No decision has been made by the Council about which sites to allocate as reserve urban extension sites in the final draft Development Management Plan, and this public consultation exercise will help inform that decision.**

Once sites are allocated, the Core Strategy makes it clear that these will not be released for development until such time as that is necessary to maintain a five year supply of housing sites. The Managing Land Supply section of this document provides more information about proposals for the release of allocated urban extension sites.

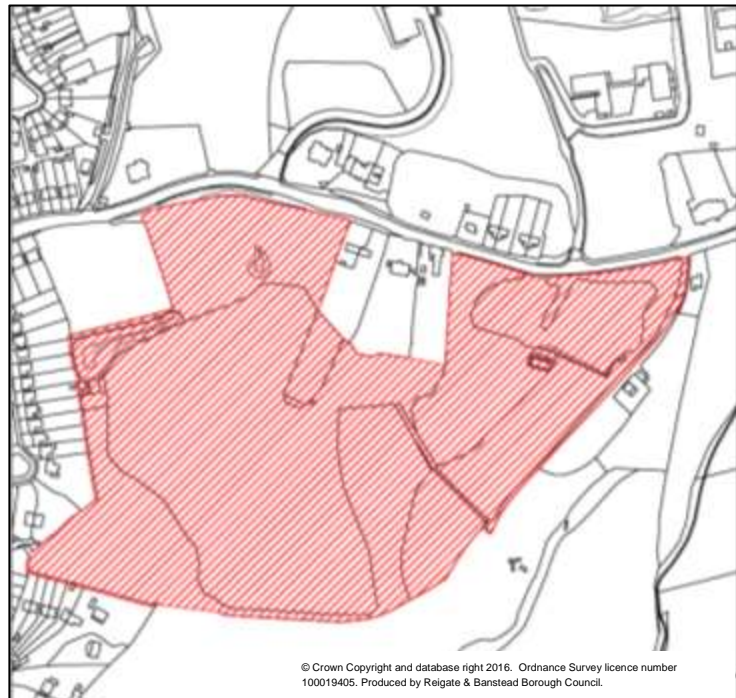
Potential reserve urban extension site: ERM1 – LAND AT HILLSBROW, REDHILL

**Background**

The Hillsbrow site is located on the southern side of the A25 to the east of Redhill town centre.

The main site comprises areas of open grassland located on the brow of the Greensand Ridge, surrounded by belts of dense woodland, some of which is protected ancient woodland.

There is further dense woodland and an area of agricultural land to the south of the central area, which slope steeply down towards Philanthropic Road. These areas are considered unsuitable for development and are excluded from the boundary of the potential development site. The existing residential dwellings and allotment site to the north are also excluded.



**What does the evidence base say about this site?**

1) Sustainable Urban Extensions Technical Report:

- *Key constraints:*
  - Topography: steep slopes on the southern part of the parcel mean these areas are unsuitable for development
  - Biodiversity: extensive areas of ancient and other woodland limit development potential and require protection
  - Contamination: possible localised land contamination owing to historic uses
  - Landscape: high visibility of wooded slopes and paddock to the south of the site within long distance views, particularly from the south.
- *Opportunities:*
  - Accessibility: good proximity to Redhill town centre and Redhill rail station
  - Green infrastructure: there is scope for development to improve green infrastructure linkages with the surrounding countryside and secure enhanced management of the ancient woodland areas
- *Development capacity:* Based on a total developable area of 4.1 ha, the site could deliver between 82 and 164 units depending upon density and detailed design
- *Availability:* The site is owned by a national housebuilder and has been actively promoted for development

2) Green Belt Review:

The site has a relatively low overall priority for protection – Rank 5 (5 lowest, 1 highest). In particular, the land parcel is identified as having strong, defensible boundaries meaning that its development would have a relatively limited impact on urban sprawl.

**What could development on this site comprise?**

- **Residential:** Approximately 100 new homes

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

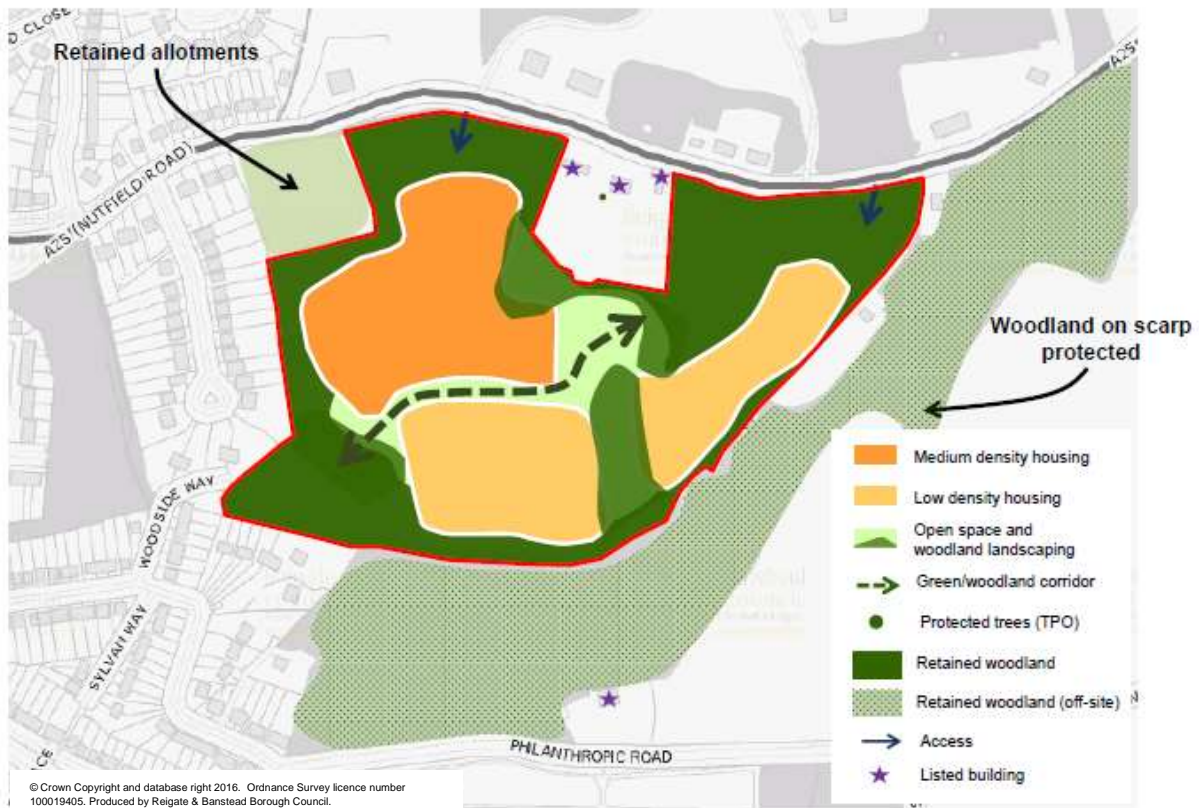
- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the adjacent Holmesdale Biodiversity Opportunity Area.
- Protection and enhancement of areas of ancient woodland and other areas of significant woodland, including provision of an appropriate buffer zone and long-term management proposals
- Design measures to protect and enhance landscape quality, including building heights and massing which ensure the development is not visible in long-range views
- Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs

Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath adjacent to Redstone Park (FP102)
- Enhancement of the footpath adjacent to Redstone Hollow (FP530)
- Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road
- Comprehensive initiatives to support and encourage sustainable travel
- Measures to manage the effects on nearby rural and residential roads, including Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing
- Safe highway access onto Nutfield Road, taking a co-ordinated approach with any other allocated development sites in the vicinity
- Appropriate on-site public open space and play facilities
- Potential extension to existing allotment site

**Indicative masterplan(for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.





**Potential reserve urban extension site: ERM2 – LAND WEST OF COPYHOLD WORKS, REDHILL**

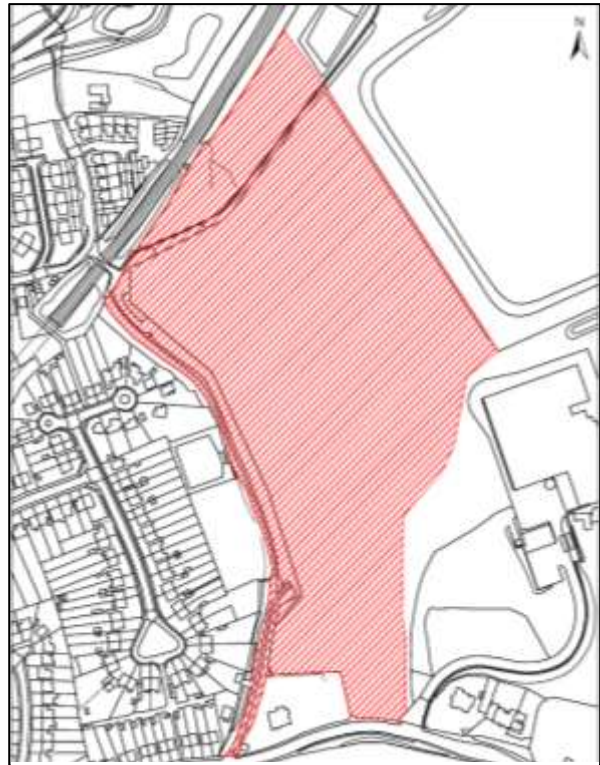
**Background**

The land west of Copyhold work is located on the northern side of the A25, directly to the east of Redhill town centre.

The site comprises an open paddock which slopes downwards towards its northern boundary. It is believed that the paddock may have been historically quarried and subsequently restored. In the west of the site is a dense belt of woodland and an existing public right of way leading into the town.

The site adjoins the active Patteson Court landfill, albeit the land which immediately adjoins the site has been filled and restored, and the derelict former Copyhold works.

The single residential property to the south west corner of the paddock is excluded from the potential development site boundary.



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**What does the evidence base say about this site?**

- Sustainable Urban Extensions Technical Report:
  - *Key constraints:*
    - Biodiversity: part of a designated Site of Nature Conservation Importance (SNCI)
    - Contamination: possible localised land contamination owing to historic uses
    - Landscape: southern parts of the site are visible within long distance views, particularly from the north.
    - Environmental health: proximity to active landfill site may present challenges for residential/occupier amenity
  - *Opportunities:*
    - Accessibility: good proximity to Redhill town centre and Redhill rail station
    - Green infrastructure: there is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance the biodiversity value in accordance with the SNCI designation
  - *Development capacity:* Based on a total developable area of 3.1ha, the site could deliver between 62 and 124 units depending upon density and detailed design
  - *Availability:* The site is owned by a strategic land developer and has been actively promoted for housing.
- Green Belt Review:

The site has a relatively low overall priority for protection – Rank 5 (5 lowest, 1 highest). In particular, the land parcel is identified as having strong, defensible boundaries meaning that its development would have a relatively limited impact on urban sprawl and settlement separation.

**What could development on this site comprise?**

- **Residential:** Approximately 75 new homes
- **Open Space:** A new, high quality public open space in the southern part of the site

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area and Holmethorpe Site of Nature Conservation Importance
- Protection and enhancement of areas of significant woodland
- Design measures to protect and enhance landscape quality, including building heights/massing and retention of open areas in visually sensitive locations, to minimise the visibility of development in long-range views
- Appropriate buffer zone to the adjoining landfill and mitigation measures to safeguard residential amenity
- Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road
- Layout to incorporate a buffer zone and improvements to the Redhill Brook corridor
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Full contamination survey and land remediation measures as appropriate

Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road and significant upgrades of the existing footpath east of Redstone Park (FP102)
- Additional north-south pedestrian and cycle links through the site as an integral part of the design
- Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road
- Comprehensive initiatives to support and encourage sustainable travel
- Measures to manage the effects on nearby rural and residential roads, including Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing
- Safe highway access onto Nutfield Road, taking a co-ordinated approach any other allocated development sites in the vicinity
- A new, high quality public open space in the south of the site.

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development. Please note that this indicative masterplan covers both ERM2 and ERM3 below but should not be taken as an indication either that both sites will be allocated or (in the event that they are allocated) that both sites need to be phased for release simultaneously.



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**Potential reserve urban extension site: ERM3 – FORMER COPYHOLD WORKS, REDHILL**

**Background**

The former Copyhold work is located on the northern side of the A25, directly to the east of Redhill town centre.

The site comprises a previously developed former industrial site, comprising a number of derelict buildings and associated areas of hardstanding. Parts of the site have historically been quarried. The site is largely enveloped by belts of dense woodland.

The site adjoins the active Patteson Court landfill, albeit much of the land which immediately adjoins the site has been filled and restored.

There are a number of existing residential properties to the south of the site along Nutfield Road which are excluded from the potential development site boundary.



**What does the evidence base say about this site?**

1) Sustainable Urban Extensions Technical Report:

- **Key constraints:**
  - Contamination: possible localised land contamination owing to historic uses
  - Landscape: some visibility within long distance views, particularly from the north.
  - Environmental health: proximity to active landfill site may present challenges for residential/occupier amenity
  - Land use: the site is subject to an alternative allocation for waste/aggregate use in the Surrey Waste/Minerals Plans.
- **Opportunities:**
  - Accessibility: good proximity to Redhill town centre and Redhill rail station
  - Green infrastructure: there is scope for development to improve green infrastructure linkages with the surrounding countryside and provide public access
  - Previously developed land: potential to make better use of – and restore – a derelict, previously developed site
- **Development capacity:** Based on a total developable area of 4.6ha, the site could deliver between 92 and 184 units depending upon density and detailed design
- **Availability:** The site is owned by a strategic land developer and has been actively promoted for housing.

2) Green Belt Review:

- The site has a relatively low overall priority for protection – Rank 4 (5 lowest, 1 highest). In particular, the land parcel is identified as having strong, defensible boundaries and its development would result in only limited encroachment into the countryside. It would however be physically separated from the urban area unless ERM2 were developed.

**What could development on this site comprise?**

- **Residential:** Approximately 135 new homes, including up to 30 units of sheltered/retirement accommodation for older people; and
- **Education/Community:** Land set aside for a new two-form of entry primary school and/or other complementary community facilities

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area and Holmethorpe Site of Nature Conservation Importance
- Protection and enhancement of areas of significant woodland
- Design measures to protect and enhance landscape quality, including building heights/massing and retention of open areas in visually sensitive locations, which ensure the development is not visible in long-range views
- Appropriate buffer zone to the adjoining landfill and mitigation measures to safeguard residential amenity
- Design measures to protect the setting of adjoining listed buildings and respect the character of Nutfield Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Full contamination survey and land remediation measures as appropriate

Infrastructure:

- A serviced site capable of accommodating a new two-form of entry primary school and/or complementary community uses
- Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road and significant upgrades of the existing footpath east of Redstone Park (FP102)
- Additional north-south pedestrian and cycle links through the site as an integral part of the design
- Local improvements to existing bus infrastructure/passenger facilities on Nutfield Road
- Comprehensive initiatives to support and encourage sustainable travel
- Measures to manage the effects on nearby rural and residential roads, including

### Theme 3: Place Shaping

- Cormongers Lane/Fullers Wood Lane, from rat-running and re-routing
- Safe highway access onto Nutfield Road, taking a co-ordinated approach with any other allocated development sites in the vicinity
- Appropriate on-site public open space and play facilities

#### Indicative masterplan (for illustrative purposes only):

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development. Please note that this indicative masterplan covers both ERM2 and ERM3 below but should not be taken as an indication either that both sites will be allocated, or (in the event that they are allocated) that both sites need to be phased for release simultaneously.



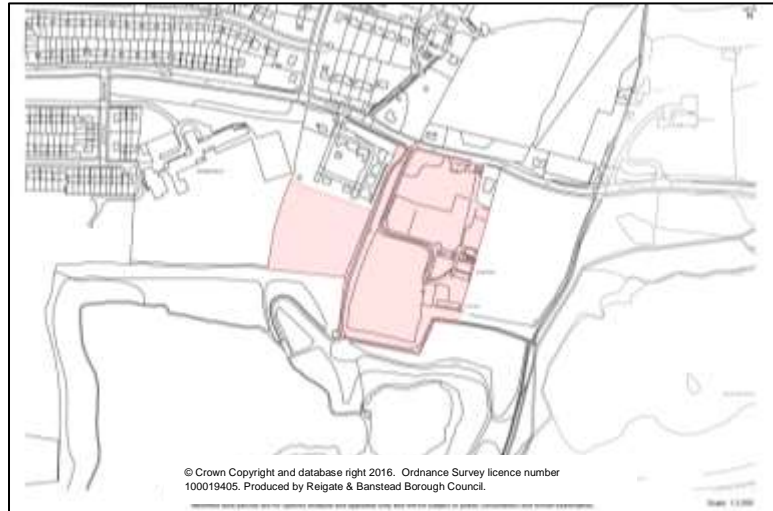
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**Potential reserve urban extension site: ERM4 – LAND SOUTH OF BLETCHINGLEY ROAD, MERSTHAM**

**Background**

The land south of Bletchingley Road is on the eastern edge of the Merstham area, a short distance from the nearby local centre.

The site comprises an area of amenity/open space to the south of the former Darby House site alongside a residential dwelling set within a substantial plot containing a series of small-scale redundant farm buildings. The two sites are separated by an existing, tree-lined public right of way.



To the south and east, the site adjoins the wetland nature reserve of Spynes Mere. The site of Woodlands School, a special school, adjoins to the west.

The site of the former Darby House office block, upon which a housing development is currently being built out, and open field to the west, are excluded from the potential development site boundary.

**What does the evidence base say about this site?**

- 1) Sustainable Urban Extensions Technical Report:
  - *Key constraints:*
    - Biodiversity: proximity to Spynes Mere local nature reserve means there is a need for sensitive transition to the nature reserve
    - Landscape: some visibility within long distance views
    - Heritage: locally listed building in the north of the site
  - *Opportunities:*
    - Accessibility: proximity to Merstham local centre and local facilities
    - Green infrastructure: there is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way
    - Regeneration: potential for development to support and complement regeneration of Merstham Estate Local Centre.
  - *Development capacity:* Based on a total developable area of 2.0ha, the site could deliver between 40 and 80 units depending upon density and the need to provide open space.
  - *Availability:* The site is in two separate ownerships, both of which have been actively promoted for residential development.

2) Green Belt Review:

The site has a relatively low overall priority for protection – Rank 4 (5 lowest, 1

highest). In particular, the land parcel is identified as moderately strong boundaries meaning that its development would have only a limited impact on settlement separation, but that development of the eastern portion (excluded from the potential site boundary) would represent a degree of encroachment into the countryside.

**What could development on this site comprise?**

- **Residential:** Approximately 50 new homes

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and an appropriate relationship with the adjoining nature reserve and reflecting the Holmesdale Biodiversity Opportunity Area
- Protection and enhancement of woodland boundaries
- Design and layout to enhance landscape quality, provide an appropriate transition to surrounding countryside and minimise visibility of the development in long range views
- Protection and enhancement of the character and setting of existing listed buildings
- Design to respect and enhance the character of Bletchingley Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Further work to investigate providing a higher proportion of affordable housing and/or starter homes and/or self-build plots

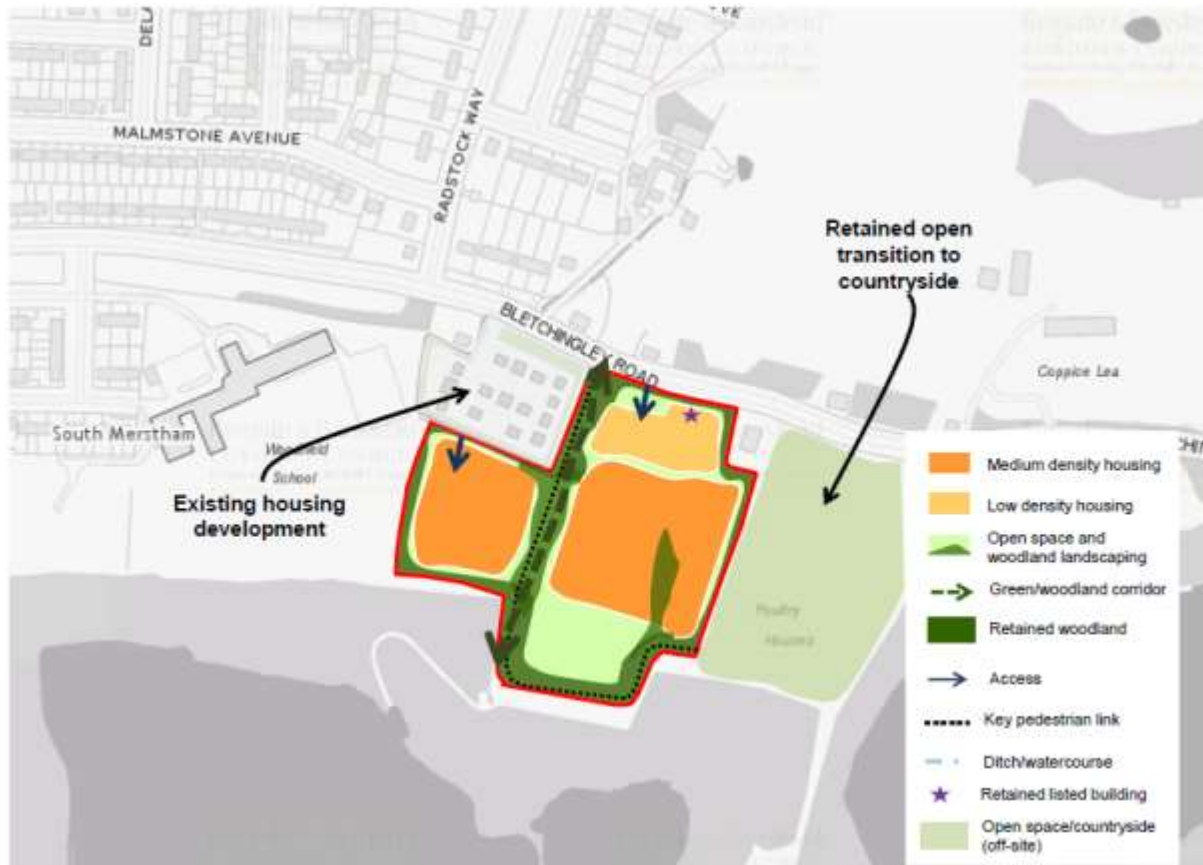
Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing bridleway through the site (BW119)
- Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road
- Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station
- Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity
- Improvements to the A23/School Hill junction. At the planning application stage developers would be required to carry out a feasibility study, and where necessary contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction.
- Appropriate on-site public open space and play facilities



**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



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**Potential reserve urban extension site: ERM5 – OAKLEY FARM, OFF BLETCHINGLEY ROAD, MERSTHAM**

**Background**

Oakley Farm is on the northern side of Bletchingley Road, a short distance east of the nearby local centre. The site lies between the existing built up area of Merstham and the borough boundary with Tandridge.

The site comprises several open fields used predominantly for grazing, with a small cluster of agricultural buildings in the west, some of which are listed.



To the east, the site adjoins further open countryside in the borough of Tandridge. The site is bounded by the M23/M25 to the north east.

The individual residential properties fronting onto Bletchingley Road in private ownership are excluded from the boundary of the potential development site, as are the grounds of the former Oakley Centre.

**What does the evidence base say about this site?**

- 1) Sustainable Urban Extensions Technical Report:
  - *Key constraints:*
    - Land use: loss of existing agricultural land
    - Landscape: small part of the site is within the Area of Outstanding Natural Beauty and the site has some visibility within long distance views, particularly from the north.
    - Environmental health: proximity to the motorway network and associated noise/air quality issues may present challenges for residential amenity
    - Heritage: cluster of locally listed farm buildings adjacent to Bolsover Grove
  - *Opportunities:*
    - Accessibility: proximity to Merstham local centre and local facilities
    - Green infrastructure: there is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way
    - Regeneration: potential for development to support and complement regeneration of Merstham Estate Local Centre.
  - *Development capacity:* Based on a total developable area of 3.7 ha, the site could deliver between 74 and 148 units depending upon density and detailed design.
  - *Availability:* The site is owned by a national housebuilder and has been promoted for development.

2) Green Belt Review:

- The site has a relatively low overall priority for protection – Rank 5 (5 lowest, 1 highest). In particular, the land parcel is considered to have strong boundaries, and – in the event that it were to be developed – its impact on urban sprawl would be contained by the close proximity of the motorway infrastructure. Development of the parcel would also only have a limited impact on settlement separation.

**What could development on this site comprise?**

- **Residential:** Approximately 95 new homes
- **Employment:** Small business space (offices and workshops) and/or community space, clustered around the existing farm buildings
- **Open Space:** New high quality public open space in the eastern part of the site

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside
- Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new green corridor and public open space in the eastern part of the site
- Protection and enhancement of woodland, particularly on boundaries
- Design and layout to enhance landscape quality, particularly in proximity to the AONB and minimise visibility of the development in long range views
- Appropriate buffer zone to the adjoining motorway and mitigation measures to protect future residents from noise pollution/air quality issues
- Protection and enhancement of the character and setting of existing listed buildings
- Design to respect and enhance the character of Bletchingley Road
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Further work to investigate providing a higher proportion of affordable housing and/or starter homes and/or self-build plots

Infrastructure:

- New small scale commercial/small business units (offices and workshops) and/or complementary community space
- New high quality public open space, including appropriate play facilities
- Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing footpath

running through the site (FP198)

- Local improvements to existing bus infrastructure/passenger facilities on Bletchingley Road
- Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station, including FP93
- Safe highway access onto Bletchingley Road, taking a co-ordinated approach with other sites in the vicinity
- Improvements to the A23/School Hill junction. At the planning application stage developers would be required to carry out a feasibility study, and where necessary contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction.

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



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## Section 3C: Area 2b – Wealden Greensand Ridge – Reigate

### What does the Core Strategy say?

The Core Strategy’s spatial strategy for both Area 2a and Area 2b is to recognise the need to ensure its continue success by maintaining the area’s high economic profile. It describes Reigate in 2027 as having had its historic interest protected, and its unique character, attractiveness and town centre offer enhanced.

Reigate town centre is identified as catering for local and some borough-wide needs, which - having only limited potential for growth – will continue to serve as a location for small specialist shops.

The area to the south and south west of Reigate is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity for up to 500-700 new homes.

### Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

### Figure 6: Development within Area 2B (Core Strategy)

Core Strategy requirement	
Housing	At least 280 new homes within the urban area
	Up to 500-700 new homes in sustainable urban extensions to the South and South West of Reigate
Employment <sup>7</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approximately 20,000sqm across both Area 2a and Area 2b
Retail <sup>8</sup>	Comparison – at least 3,870sqm in Reigate Town Centre
	Convenience: At least 7,020sqm, the majority within Redhill Town Centre and a limited amount in Reigate Town Centre
Infrastructure	Expansion of existing primary schools in Redhill/Reigate area

### What will the DMP do?

The DMP will allocate sites for a range of types of development across Area 2b (so-called ‘site allocations’), consistent with the overall spatial strategy as set out in the Core Strategy:

- Town Centre Opportunity Sites
- Urban Housing Sites
- Reserve Sustainable Urban Extension Sites

### Reigate Town Centre potential development sites

The following potential development sites have been identified in Reigate Town Centre as having some potential for redevelopment or intensification over the plan period (to 2027).

<sup>7</sup> Subject to regular monitoring of demand levels

<sup>8</sup> Subject to regular monitoring of demand levels

**Potential Town Centre development site: REI1 – LIBRARY AND POOL HOUSE, BANCROFT ROAD, REIGATE, RH2 7RP**

**Current use:**

Mixed including library and community uses.  
Small-scale retail/commercial units.

**Site size:**

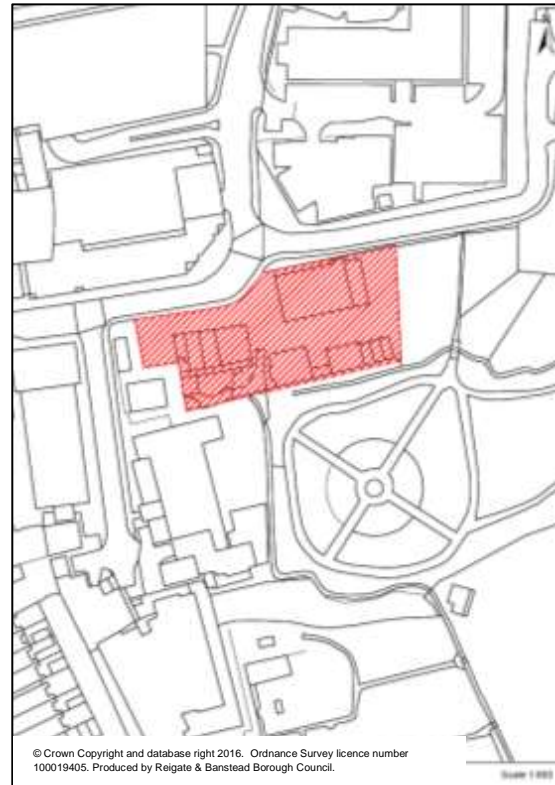
0.21ha

**Availability and delivery:**

- Multiple ownerships
- Part owned by Surrey County Council. Availability of other land interests unknown.
- Given the ownership and existing uses, the site is considered to have potential in the medium term (5 - 10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Adjacent to proposed primary shopping area of Reigate
- Flooding: Site is partially affected by Flood Zones 2 and 3.
- Heritage: Located adjacent to Reigate Town Centre Conservation Area



**What could development on this site comprise?**

Mixed use including retail, leisure, residential and community uses.

- **Retail, commercial, leisure or community:** up to 1,000sqm; and
- **Residential:** approximately 25 new homes

**What would be required to support development of this site should it be allocated?**

- Measures to manage and attenuate flood water in order to reduce overall flood risk and design to ensure safe access and egress in the event of flooding
- Active ground floor frontage
- Design and layout to reflect location adjacent to Conservation Area
- Retention, replacement or relocation of existing community uses, particularly the library/registry office

**Potential Town Centre development site: REI2 – LAND ADJACENT TO TOWN HALL, CASTLEFIELD ROAD, REIGATE, RH2 0SH**

**Current use:**

Surface car park

**Site size:**

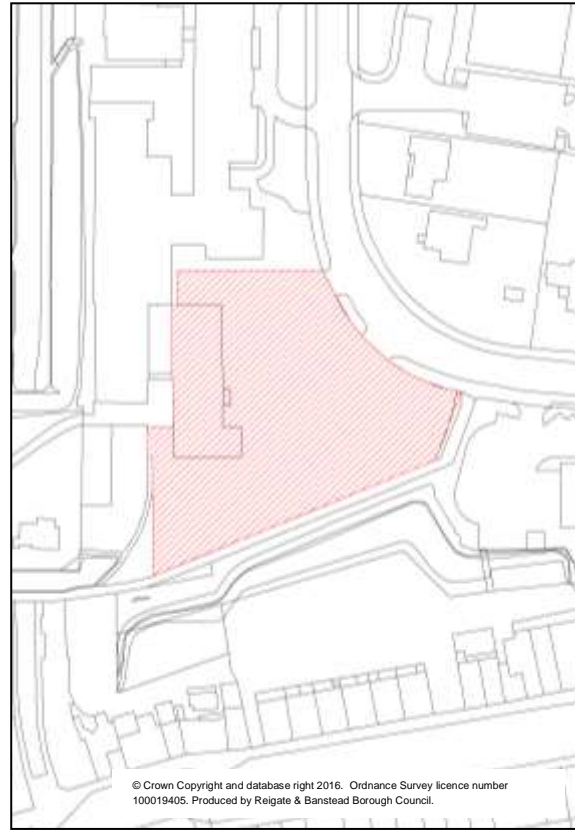
0.25ha

**Availability and delivery:**

- Owned by Reigate & Banstead Borough Council
- The site is considered to be deliverable in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Close to rail station and on edge of town centre. Steep topography between site and primary shopping area.
- Heritage: Located within Reigate Town Centre Conservation Area. Adjacent to the Grade II listed Town Hall, Scheduled monument, Regionally Important Geological Site and urban open land designation
- Landscape/townscape: Site is potentially visible in long-range views, particularly from the south



**What could development on this site comprise?**

Mixed use development including retail and residential.

- **Retail:** up to 1,000sqm (convenience); and
- **Residential:** approximately 25 new homes

**What would be required to support development of this site should it be allocated?**

- Improvements to connectivity between the site and town centre, including appropriate public realm improvements and signage
- Provision of appropriate parking for proposed uses and retention of adequate parking for existing users
- Safe vehicular access in and out of the site, and appropriate traffic management on Castlefield Road
- High quality design and layout sensitive to the setting of the Grade II listed Town Hall, character/setting of the Conservation Area and Scheduled monument.

**Potential urban housing sites**

The Core Strategy prioritises development within the current urban areas. In preparing this consultation document, the Council has investigated potential urban housing sites. The potential urban housing sites identified in this consultation document are those which are of a larger scale, would necessitate a change of use to residential from some other use; and/or raise other potentially controversial planning issues. It is not intended that smaller potential housing sites, currently in residential use, will be allocated through the DMP.



**Potential urban development site: REI3 – ALBERT ROAD NORTH INDUSTRIAL ESTATE, REIGATE, RH2**

**Current use:**

Mixed employment

**Site size:**

2.3ha

**Availability and delivery:**

- Site is in multiple ownerships
- The site is considered to have potential in the medium term (5 - 10 years)

**Summary of site assessment:**

- Location: Accessible location. Reasonable proximity to Reigate town centre and Reigate rail station – good access to services and transport
- Flooding: Partially affected by surface water flooding risk
- Land use: Opportunity for intensification of existing previously developed site
- Access: Constrained access via congested residential roads
- Environmental health: Adjacent to railway line. Potential land contamination



**What could development on this site comprise?**

Employment (business) and residential.

- **Employment:** At least 7,500sqm of employment space (focussed on small business/incubator space and comprising a mix of offices and small workshops); and
- **Residential:** Up to 50 new homes with a mixture of flats and family houses

**What would be required to support development of this site should it be allocated?**

- Measures to address and attenuate surface water flooding risk
- Measures to avoid impact from new development on the Mole Gap to Reigate Escarpment SAC
- Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures
- Measures to support relocation of, or where appropriate accommodate, existing businesses
- Design to provide a high quality business environment
- Design to reflect character of surrounding residential area
- Provision of sufficient off-street parking for both commercial and residential development in accordance with adopted local standards
- Full contamination survey and land remediation measures as appropriate

### **Potential development sites beyond the current urban area**

The Core Strategy defines an area of search for urban extensions around South / South West Reigate. It identifies that there may be the potential for up to 500-700 new homes on land that is currently designated as Green Belt in these areas.

The first stage in identifying potential site options for urban extensions was to convert the Core Strategy area of search into a long-list of distinct land parcels.

These land parcels were then subject to a planning assessment, including consideration of constraints (such as landscape, nature conservation, flooding, heritage, access, current use, and accessibility), and a review of the extent to which the parcels perform a Green Belt purpose (as defined by national policy). The results of this planning assessment are provided in the Sustainable Urban Extensions (Stage 2) Site Specific Technical Report [\[insert web link\]](#) and the Green Belt Review [\[insert web link\]](#).

This process allowed sites that either demonstrated considerable constraints to development; or performed an important Green Belt purpose to be sieved out, to reach a shortlist of sites.

This shortlist of potential urban extension development sites is now being presented for consultation. In the final DMP the Council will need to allocate some reserve urban extension sites for development. This means that:

- Reserve sites will be taken out of the Green Belt, and included within the urban area, however they will continue to be protected as though they were Green Belt until such time as they are formally released for development.
- A policy for each site will be prepared, confirming the amount and type of development that would be acceptable on the site, and any design and mitigation measures required to make the development acceptable
- A policy will also be included setting out the trigger points for development of sites (consistent with the Core Strategy, which links their development to when the Council cannot demonstrate a five year supply of housing sites) and a system of prioritisation and phasing (the order in which sites should be developed) (see Theme 3 Section 4).

At this stage, the Council is consulting on potential urban extension development sites beyond the current urban area. **No decision has been made by the Council about which sites to allocate as reserve urban extension sites in the final draft Development Management Plan, and this public consultation will help inform that decision.**

Once sites are allocated, the Core Strategy makes it clear that these will not be released for development until such time as that is necessary to maintain a five year supply of housing sites. The Managing Land Supply section of this document provides more information about proposals for the release of allocated urban extension sites.

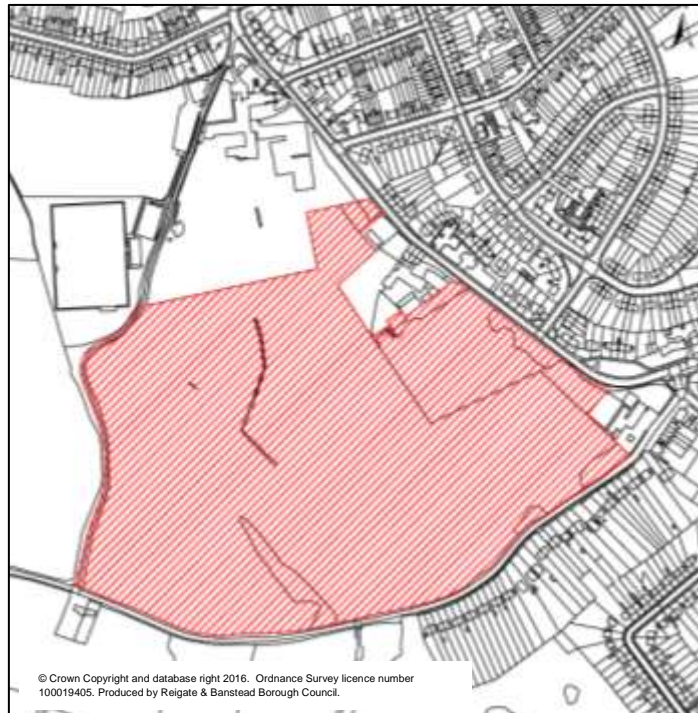
**Potential reserve urban extension site: SSW2 – LAND AT SANDCROSS LANE, SOUTH PARK, REIGATE**

**Background**

The Sandcross Lane site is located to the western side of Sandcross Lane, a short distance to the east of the Woodhatch local centre.

The site comprises an open arable field which is actively used for agriculture and is bounded to the west and south by rural roads. King George's playing fields adjoin the western boundary of the site, with further agricultural fields beyond to the south and west.

The existing school and its playing fields are excluded from identified the potential development site boundary, as is the garden centre and youth centre at the junction of Sandcross Lane and Slipshatch Road.



**What does the evidence base say about this site?**

- Sustainable Urban Extensions Technical Report:
  - *Key constraints:*
    - Land use: development would result in the loss of actively managed agricultural land
    - Flooding: there are localised issues with surface water flooding on the site and in the surrounding area
    - Access: development could have adverse traffic impacts on rural road network and create some additional pressure on surrounding junctions, particularly the Woodhatch junction
  - *Opportunities:*
    - Open space: development could help to enhance local green infrastructure/biodiversity value and provide open space to complement adjoining sports facilities
    - Community facilities: there is scope for development to expand and improve the viability of existing community facilities and local services (including health, youth and local shops)
  - *Development capacity:* Based on a total developable area of 8.6ha, the site could deliver between 172 and 344units depending upon density and the amount of public open space provided.
  - *Availability:* The site is owned by a strategic land company and optioned to a national housebuilder
- Green Belt Review:

The site has a relatively low overall priority for protection – Rank 5 (5 lowest, 1

highest). In particular, the land parcel is identified as having strong, defensible boundaries and meaning that its development would have a relatively limited impact on urban sprawl.

#### What could development on this site comprise?

- **Residential:** Approximately 260 new homes, including at least 50 units of sheltered/retirement accommodation for older people
- **Commercial/retail:** Small-scale local commercial facilities, including shops, to complement existing nearby facilities
- **Health:** Land set aside for a new health facility, close to existing community facilities
- **Open Space:** New high quality public open space in the western part of the site

#### What would be required to support development of this site should it be allocated?

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood to Redhill common biodiversity opportunity area
- Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new public open space in the west of the site
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Protection of existing trees and hedgerows
- Incorporate a buffer zone to the existing ditch network within the site to safeguard ecology and water quality

Infrastructure:

- A serviced site capable of accommodating a new health facility
- Upgrading of off-carriageway cycle routes to the nearby local centre (along Prices Lane)
- Local improvements to existing bus infrastructure/passenger facilities in and around Sandcross Lane and measures to maximise the accessibility of routes/services to new and existing residents
- Improvements to Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction
- Measures to manage the effects on nearby rural and residential roads from rat-running and re-routing
- Improvements to the Woodhatch junction. At the planning application stage developers would be required to carry out a feasibility study, and where necessary contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction
- New high quality public open space in the western part of the site

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



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**Potential reserve urban extension site: SSW7 – HARTSWOOD NURSERY AND LAND WEST OF CASTLE DRIVE, REIGATE**

**Background**

This potential development site comprises two small areas of land on the southern edge of Woodhatch.

Hartswood Nursery comprises an existing residential dwelling and area of adjoining land sometimes used for grazing. The land at Castle Drive comprises a narrow triangle of amenity land to the rear of existing residential properties. The larger parcel of land to the west has been deemed unsuitable for development.

The Hartswood Nursery site fronts onto the A217, with a small common land verge in between and is adjacent to two Grade II listed buildings. Both sites adjoin the Reigate Grammar School playing fields to the west.



The individual residential properties along Dovers Green Road are excluded from the potential development site boundary.

**What does the evidence base say about this site?**

- Sustainable Urban Extensions Technical Report:
  - *Key constraints:*
    - Contamination: potential localised issues with land contamination
    - Flooding: there are localised issues with surface water flooding on the northern site and a very small area is within Flood Zone 2
    - Heritage: need to protect setting of listed buildings fronting onto Dovers Green Road
  - *Opportunities:*
    - Access: direct access onto main road network reduces potential impact on residential roads
    - Green infrastructure: there is scope for development to improve green infrastructure linkages with the surrounding countryside and formalise existing areas of amenity open space
  - *Development capacity:* Based on a total developable area of 1.1ha, the site could deliver between 22 and 44 units depending upon density and the need to provide open space.
  - *Availability:* The site is in two separate ownerships; however, both landowners have promoted them for development.
- Green Belt Review:
  - The site has a relatively low overall priority for protection – Rank 4 (5 lowest, 1 highest). Development of the parcel would have a limited impact on settlement separation but is considered to have relatively weak boundaries.

**What could development on this site comprise?**

- **Residential:** Approximately 30 new homes

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside reflecting the Earlswood to Redhill Common biodiversity opportunity area
- Ensure an appropriate transition to adjoining countryside
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Layout to ensure no development on land within Flood Zones 2 and 3
- Protection of existing trees and hedgerows, particularly fronting onto the A217
- Design measures to protect the setting of adjoining listed buildings
- Protect and respect the appearance of the common land verge
- Full contamination survey and land remediation measures as appropriate

Infrastructure:

- Improvement and extension of pedestrian and cycle facilities, including crossing points on Dovers Green Road
- Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road
- Improvements to the Woodhatch junction. At the planning application stage developers would be required to carry out a feasibility study, and where necessary contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction.
- Appropriate on-site public open space and play facilities

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



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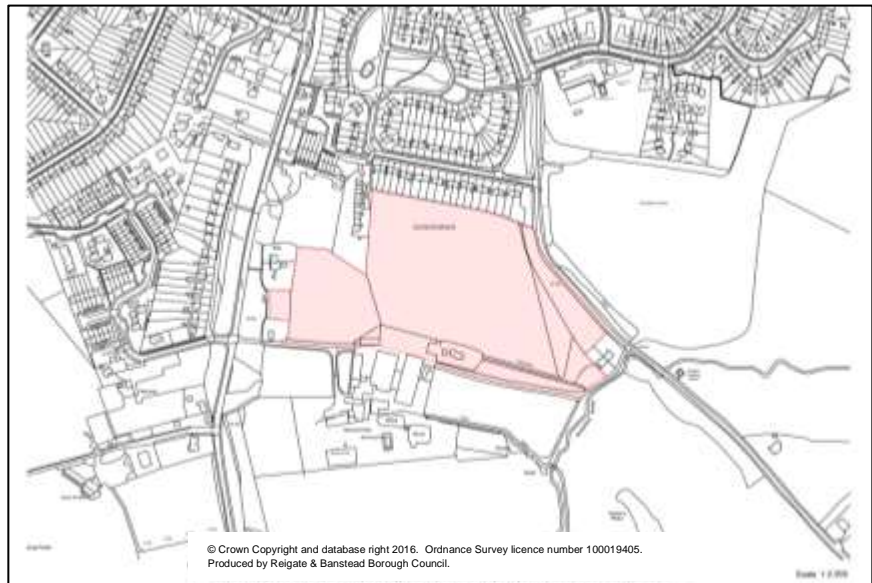


**Potential reserve urban extension site: SSW9 – LAND AT DOVERS FARM, WOODHATCH, REIGATE**

**Background**

The Dovers Farm site is located on the southern edge of Woodhatch, adjacent to Ashdown Road. It is a short distance to the south of the Woodhatch local centre and close to Dovers Green School.

The site comprises an open arable field which is actively used for agriculture, along with a belt of woodland in the east. The land is bounded to the west and south by roads, including



the A217. Further agricultural fields – and a small cluster of workshop/warehouse units – adjoin the site beyond to the south, with an area of public open space to the west.

The grounds of the recently developed Dovers Nursing Homes are excluded from identified potential development site boundary, as are the individual residential properties along Dovers Green Road.

**What does the evidence base say about this site?**

1) Sustainable Urban Extensions Technical Report:

- *Key constraints:*
  - Land use: development would result in the loss of actively managed agricultural land
  - Flooding: there are localised issues with surface water flooding on the northern site and a very small area is within Flood Zone 2
  - Heritage: need to protect setting of listed buildings fronting onto Dovers Green Road
- *Opportunities:*
  - Previously developed commercial site: there is potentially scope to re-use this previously developed site and provide new, local business units as part of the development
  - Access: direct access onto main road network reduces potential impact on residential roads
- *Development capacity:* Based on a total developable area of approximately 3.3ha, the site could deliver between 66 and 132 units depending upon density and detailed design
- *Availability:* This site has been promoted for development and is within the ownership of a local housebuilder.

2) Green Belt Review:

- The site has a relatively low overall priority for protection – Rank 4 (5 lowest, 1 highest). Development of parcel would have a limited impact on settlement separation but the parcel has average strength boundaries and its development could therefore result in some encroachment into the countryside.

**What could development on this site comprise?**

- **Residential:** Approximately 100 new homes, including up to 30 units of sheltered/retirement accommodation for older people

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the Earlswood to Redhill common biodiversity opportunity area and River Biodiversity Opportunity Area
- Ensure an appropriate transition to adjoining countryside, particularly to the south of the site
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Layout to ensure no development on land within Flood Zones 2 and 3 and incorporate a buffer zone and improvements to the main river corridor and ditch network within the site
- Design measures to protect the setting of adjoining listed buildings
- Protect and respect the appearance of the common land verge
- Protection of existing trees and hedgerows, in particular the area of woodland along Lonesome Lane

Infrastructure:

- Local improvements to existing bus infrastructure/passenger facilities in and around Dovers Green Road
- Improvement and extension of pedestrian and cycle facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61) through the site
- Safe highway access, including through improvements to the existing junction onto the A217
- Improvements to Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction

### Theme 3: Place Shaping

- Measures to manage the effects on nearby rural and residential roads from rat-running and re-routing
- Improvements to the Woodhatch junction. At the planning application stage developers would be required to carry out a feasibility study, and where necessary contribute to any improvements and interventions required, with respect to the impact of additional traffic on safety and efficiency of this junction.
- Appropriate on-site public open space and play facilities

#### Indicative masterplan (for illustrative purposes only):

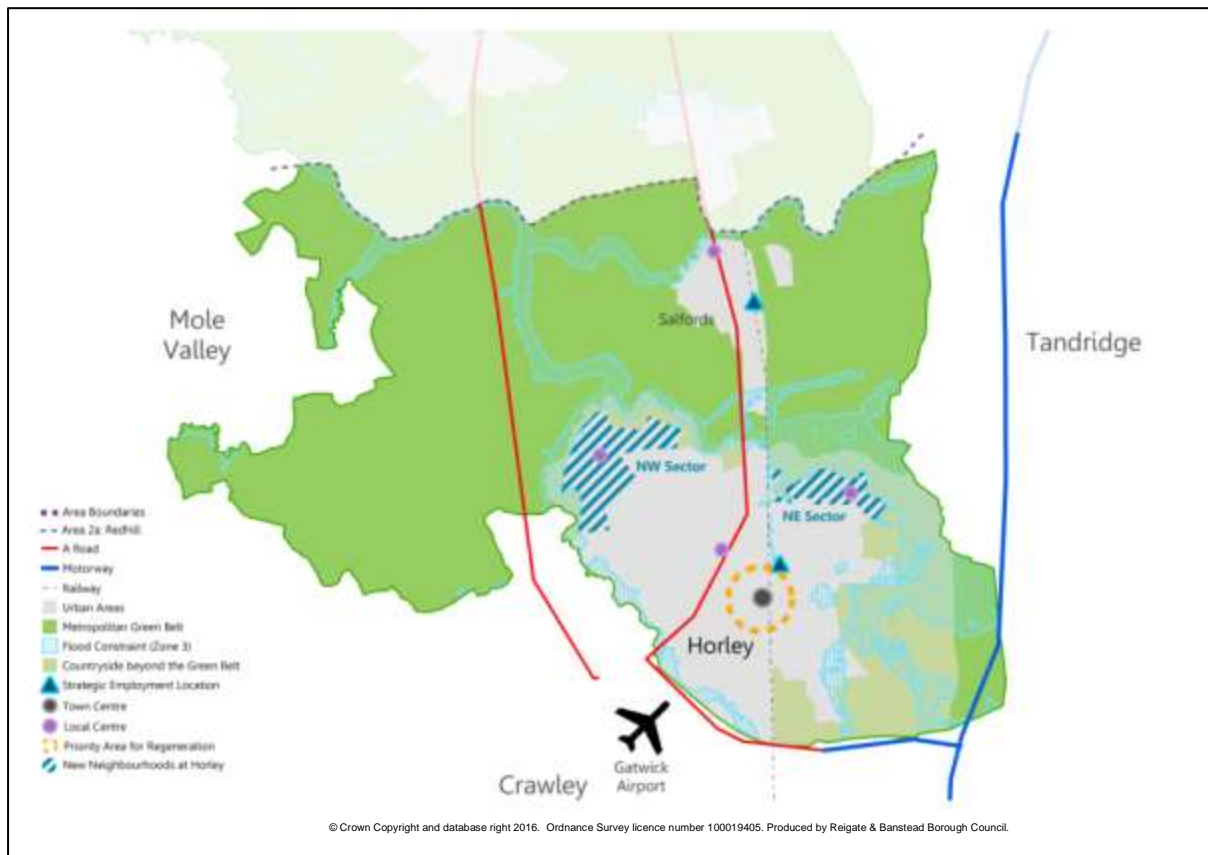
This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



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## Section 3D: Area 3 – The Low Weald

Figure 7: Area 3: The Low Weald



### What does the Core Strategy say?

The Core Strategy identifies Horley (the main town in Area 3) as a focus for moderate growth and improvements to the town centre.

It describes Horley in 2027 as having had its vitality and vibrancy restored, through regeneration in the town centre, and the completion of two new sustainable neighbourhoods.

Horley town centre is identified as performing a service and convenience role for its local area, with potential for regeneration to ensure that population growth in the town as a result of new development is supported by town centre service improvements.

The area around Horley is identified in the Core Strategy as a broad area of search for sustainable urban extensions, with capacity for up to 200 new homes.

### Core Strategy Policies

Policy CS8 sets out the scale and location of development, and infrastructure priorities between 2012 and 2027.

**Figure 8: Development in Area 3 (Core Strategy)**

<b>Core Strategy requirement</b>	
Housing	At least 2,440 new homes within the urban area
	Including
	1,570 at the North West Sector
	Up to 200 new homes in sustainable urban extensions around Horley
Employment <sup>9</sup>	Additional employment development predominantly through the reuse and intensification of existing employment land
	Approximately 24,000sqm
Retail <sup>10</sup>	Comparison: At least 3,870sqm in Horley Town Centre
	Convenience: At least 2,340sqm in Horley Town Centre
Infrastructure	Infrastructure provision associated with the development of the North East and North West Sectors

### **What will the DMP do?**

The DMP will allocate sites for a range of types of development across Area 3 (so-called ‘site allocations’), consistent with the overall spatial strategy as set out in the Core Strategy.

- Town Centre Opportunity Sites
- Urban Housing Sites
- Reserve Sustainable Urban Extension Sites
- Site for Strategic Employment Provision

### **Horley Town Centre potential development Sites**

The following potential development sites have been identified in Horley Town Centre as having some potential for redevelopment or intensification over the plan period (to 2027). It should be noted that at this stage that not all opportunity sites listed here have been identified as immediately deliverable.

<sup>9</sup> Subject to regular monitoring of demand levels

<sup>10</sup> Subject to regular monitoring of demand levels

**Potential Town Centre development site: HOR1 – HIGH STREET CAR PARK, HORLEY, RH6 7BN**

**Current use:**

Surface car park

**Site size:**

0.28ha

**Availability and delivery:**

- Owned by Reigate & Banstead Borough Council
- The site is considered to be deliverable in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Highly accessible location. Within the proposed primary shopping area of Horley
- Heritage: Located adjacent to a Grade II listed building
- Environmental health: Proximity to the railway line may give rise to residential amenity issues.



**What could development on this site comprise?**

Mixed use development including retail/leisure and residential:

- **Retail/leisure:** up to 1,000sqm; and
- **Residential:** approximately 30 new homes

**What would be required to support development of this site should it be allocated?**

- Active ground floor frontage onto High Street and Consort Way East
- Provision of appropriate parking for proposed uses
- Design to ensure satisfactory residential amenity due to proximity to railway line, including appropriate noise reduction measures
- Design and layout sensitive to the setting of the adjoining Grade II listed building
- Development proposals to consider town centre parking needs

**Potential Town Centre development site: HOR2 – 39-49 HIGH STREET, HORLEY, RH6 7BN**

**Current use:**

Retail, office and community uses

**Site size:**

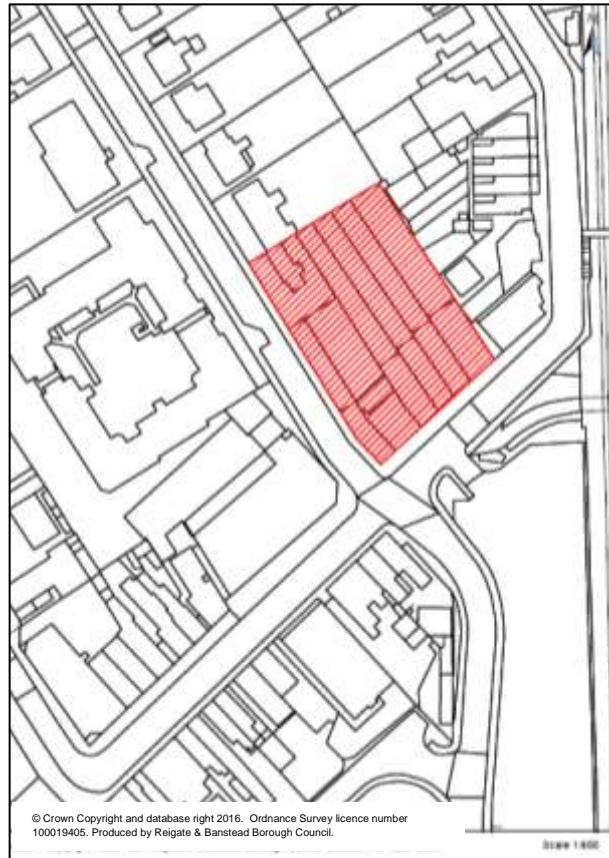
0.22ha

**Availability and delivery:**

- Two separate private landownerships. Availability is unknown.
- Some occupation leases may need to be acquired.
- The site is considered to be deliverable in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Within the proposed primary shopping area of Horley
- Heritage: Located adjacent to locally listed building
- Land use: Active community uses (church) which may need to be relocated or retained/re-provided



**What could development on this site comprise?**

Mixed use development including retail/community and residential:

- **Retail/community:** approximately 1,100sqm (500sqm net); and
- **Residential:** approximately 30 new homes

**What would be required to support development of this site should it be allocated?**

- Active ground floor frontage onto High Street
- Design and layout sensitive to the setting of the adjoining locally listed building
- Retention, replacement or adequate relocation of existing community uses
- Provision of appropriate parking for proposed uses

**Potential Town Centre development site: HOR3 – HORLEY POLICE STATION, 15 MASSETTS ROAD, HORLEY, RH6 7DQ**

**Current use:**  
Police station

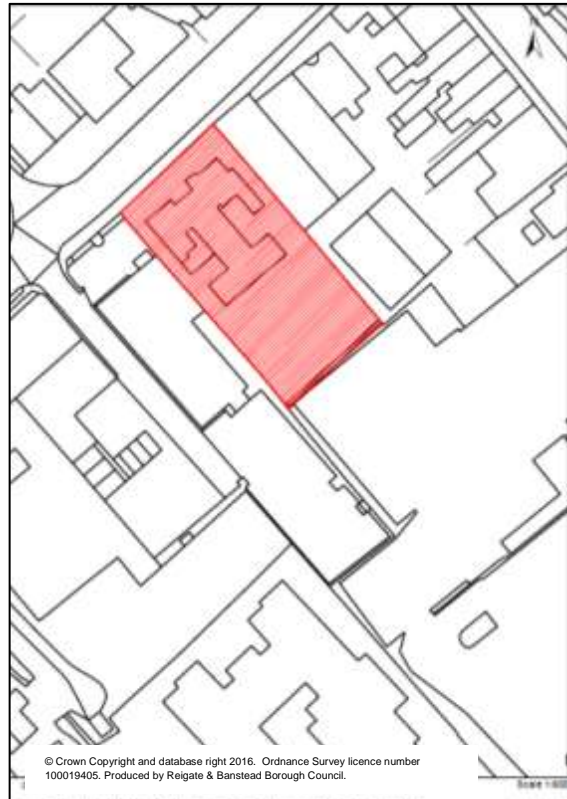
**Site size:**  
0.15ha

**Availability and delivery:**

- Owned by Surrey Police Authority. Site has been marketed for disposal in the recent past.
- The site is considered to be deliverable in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Accessible location. Within the proposed primary shopping area of Horley
- Heritage: Located adjacent to locally listed building



**What could development on this site comprise?**

- **Residential:** Approximately 20 new homes

**What would be required to support development of this site should it be allocated?**

- Design and layout sensitive to the setting of the adjoining locally listed building
- Consideration of, and adequate provision for, residential parking needs



**Potential Town Centre development site: HOR4 – ROYAL MAIL, 107 VICTORIA ROAD, HORLEY, RH6 7AA**

**Current use:**  
Postal sorting office

**Site size:**  
0.1ha

**Availability and delivery:**

- Owned by Royal Mail
- Site has previously been promoted for development but release may be dependent upon relocation of existing operations.
- The site is considered to be deliverable in the medium term (5-10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Within the proposed primary shopping area of Horley



**What could development on this site comprise?**

Mixed use development including retail and residential.

- **Retail:** up to 500sqm; and
- **Residential:** approximately 15 new homes

**What would be required to support development of this site should it be allocated?**

- Active ground floor frontage to ensure continuation of shopping area
- Consideration of, and adequate provision for, residential parking needs

**Potential Town Centre development site: HOR5 – HORLEY LIBRARY, VICTORIA ROAD, HORLEY, RH6 7AG**

**Current use:**

Library and small car park

**Site size:**

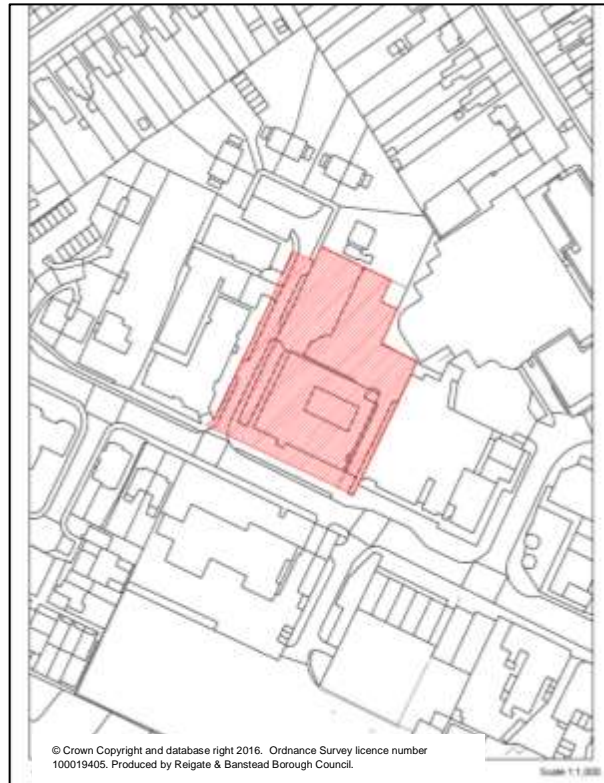
0.29ha

**Availability and delivery:**

- Owned by Surrey County Council
- Dependent upon adequate alternative provision for library facilities
- The site is considered to be deliverable in the short term (0 - 5 years)

**Summary of site assessment:**

- Location: Highly accessible location. Within the proposed primary shopping area of Horley
- Land use: Need to secure relocation of existing community use
- Flooding: land to the rear of the library partially at risk from surface water flooding



**What could development on this site comprise?**

Residential, with potential for community provision:

- **Residential:** Approximately 35 new homes
- **Community:** Potential for community uses (e.g. healthcare) subject to demand
- **Parking:** Retained or replacement parking provision to serve neighbouring community uses

**What would be required to support development of this site should it be allocated?**

- Safeguarding of existing parking provision for adjoining community uses
- Retention or relocation of existing library
- Consideration of, and adequate provision for, residential parking needs
- Measures to address and attenuate surface water flooding risk

**Potential Town Centre development site: HOR6 – 50-66 VICTORIA ROAD, HORLEY, RH6 7PZ**

**Current use:**

Mixed retail/commercial units

**Site size:**

0.25ha

**Availability and delivery:**

- Multiple private ownerships
- Compulsory purchase may be required to achieve comprehensive development
- Given the ownership constraints, the site is considered to have medium term potential (5 - 10 years)

**Summary of site assessment:**

- Location: Highly accessible location. Within the proposed primary shopping area of Horley and close to rail station
- Regeneration: Potential to continue regeneration of this part of town following developments such as Russell Square.



**What could development on this site comprise?**

Mixed use development including retail/leisure and residential.

- **Retail/leisure:** approximately 1,500sqm (750sqm net); and
- **Residential:** approximately 25 new homes

**What would be required to support development of this site should it be allocated?**

- Active ground floor frontage to ensure continuation of shopping area
- Adequate access and servicing from Consort Way East
- Consideration of, and adequate provision for, residential parking needs

**Potential Town Centre development site: HOR7 – TELEPHONE EXCHANGE, VICTORIA ROAD, HORLEY, RH6 7AS**

**Current use:**  
Telephone exchange

**Site size:**  
0.30ha

**Availability and delivery:**

- Owned by BT Telereal
- Availability unconfirmed but likely to be dependent upon adequate alternative provision for existing operational uses
- Given the availability, the site is likely to have medium term potential (5 - 10 years)

**Summary of site assessment:**

- Location: Accessible location. Adjacent to proposed primary shopping area of Horley
- Flooding: site partially at risk from surface water flooding



**What could development on this site comprise?**

Residential with potential for community provision:

- **Residential:** Approximately 30 new homes; and
- **Community:** Potential for community uses (e.g. healthcare) subject to demand

**What would be required to support development of this site should it be allocated?**

- Consideration of, and adequate provision for, residential parking needs
- Measures to address and attenuate surface water flooding risk

**Potential Urban housing development sites**

The Core Strategy prioritises development within the current urban areas. In preparing this consultation document the Council has investigated potential urban housing sites. The potential urban housing development sites identified in this consultation document are those which are of a larger scale, would necessitate a change of use to residential from some other use; and/or raise other potentially controversial planning issues. It is not intended that smaller potential housing sites, currently in residential use, will be allocated through the DMP.

**Potential urban development site: HOR8 – FORMER CHEQUERS HOTEL,  
BONEHURST ROAD, HORLEY, RH6 8PH**

**Current use:**  
Hotel (vacant)

**Site size:**  
1.17ha

**Availability and delivery:**

- Owned by single landowner.
- Site currently vacant and intentions unknown.
- The site is considered to have potential in the medium term (5 – 10 years)

**Summary of site assessment:**

- Location: Accessible location. Good accessibility to local facilities and bus services
- Flooding: Partially affected by surface water flooding risk
- Heritage: Several locally listed buildings on site
- Biodiversity: Protected trees on road frontage with Horley Row



**What could development on this site comprise?**

- **Residential:** Up to 45 residential units

**What would be required to support development of this site should it be allocated?**

- Sensitive design to take account of listed building
- Careful consideration of access, particularly given the proximity to the roundabout
- Measures to address and attenuate surface water flooding risk
- Consider reuse of locally listed building for community/A3/A4 use

### **Potential development sites beyond the current urban area**

The Core Strategy defines an area of search for urban extensions around Horley. It identifies that there may be the potential for up to 200 new homes on land that is currently designated as the 'Rural Surrounds of Horley'.

The first stage in identifying potential site options for urban extensions was to convert the Core Strategy area of search into a long-list of distinct land parcels.

These land parcels were then subject to a planning assessment, including consideration of constraints (such as landscape, nature conservation, flooding, heritage, access, current use, and accessibility). The results of this planning assessment are provided in the Sustainable Urban Extensions (Stage 2) Site Specific Technical Report [[insert web link](#)].

This process allowed sites that demonstrated considerable constraints to development to be sieved out, to reach a shortlist of sites.

This shortlist of potential urban extension development sites is now being presented for consultation. In the final DMP the Council will need to allocate some reserve urban extension sites for development. This means that:

- Reserve sites will be taken out of the countryside, and included within the urban area, however they will continue to be protected as though they are countryside until such time as they are formally released for development.
- A policy for each site will be prepared, confirming the amount and type of development that would be acceptable on the site, and any design and mitigation measures required to make the development acceptable
- A policy will also be included setting out the trigger points for development of sites (consistent with the Core Strategy, which links their development to when the Council cannot demonstrate a five year supply of housing sites) and a system of prioritisation and phasing (the order in which sites should be developed) (see Theme 3 Section 4).

At this stage, the Council is consulting on potential urban extension development sites beyond the current urban area. **No decision has been made by the Council about which sites to allocate as reserve urban extension sites in the final draft Development Management Plan, and this public consultation exercise will help inform that decision.**

Once sites are allocated, the Core Strategy makes it clear that these will not be released for development until such time as that is necessary to maintain a five year supply of housing sites. The Managing Land Supply section of this document provides more information about proposals for the release of allocated urban extension sites.

**Potential reserve urban extension site: NWH1 – LAND AT MEATH GREEN LANE, HORLEY**

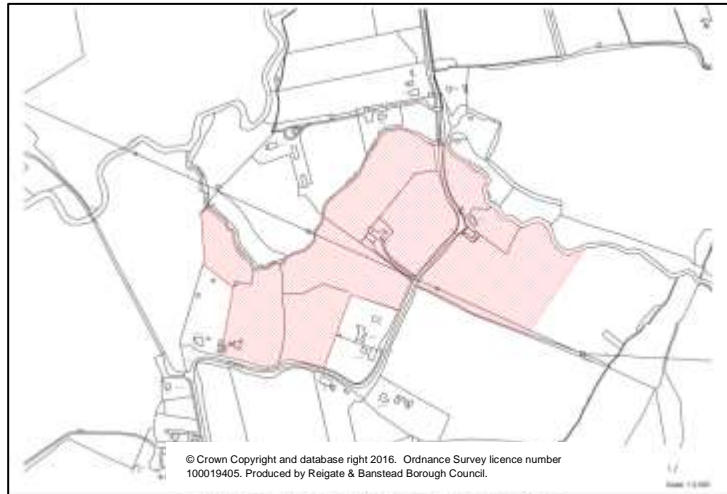
**Background**

The land at Meath Green Lane is located on the northern edge of the Horley North West new neighbourhood which is currently under construction.

The site includes a residential dwelling set within a large curtilage along and a small agricultural holding comprising fields on either side of Meath Green Lane.

The site adjoins the Horley North West development and proposed Riverside Green Chain. To the north, it is bounded by the Burstow Stream, with open countryside beyond.

A number of individual residential properties fronting onto Meath Green Lane and in private ownership are excluded from the potential development site boundary.



**What does the evidence base say about this site?**

- 1) Sustainable Urban Extensions Technical Report:
  - *Key constraints:*
    - Flooding: adjacent to a main river (Burstow Stream) and partially affected by fluvial flood risk (Zones 2 and 3) in the north
    - Heritage: Grade II listed buildings and an area of archaeological potential are located within the site
    - Phasing: reliance on delivery of the North West Sector infrastructure for highway access and local facilities
  - *Opportunities:*
    - Green infrastructure: opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley
    - Community: potential to integrate development physically and functionally with the North West Sector
  - *Development capacity:* Based on a total developable area of 3.3ha (which excludes all land in Flood Zones 2 and 3), the site could deliver between 66 and 132 units depending upon density and the need to provide open space.
  - *Availability:* The site is two separate private ownerships, both of which have been promoted for development.
- 2) Green Belt Review:

Not applicable – the site is not within the Green Belt



**What could development on this site comprise?**

- **Residential:** Approximately 75 new homes
- **Open Space:** New public open space along the river corridor to link up the Riverside Green Chain

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the River Biodiversity Opportunity Area
- Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land safeguarded as public open space to link up the Riverside Green Chain and enable improvements to the Burstow Stream river corridor
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Protection and enhancement of trees and hedgerow, particularly on boundaries
- Protection and enhancement of the character and setting of existing listed buildings
- Design to respect and enhance the semi-rural character of Meath Green Lane
- Appropriate archaeological survey and measures to protect/record interest features as required

Infrastructure:

- New public open space along the river corridor as a continuation of the Riverside Green Chain and appropriate play facilities
- Upgrading of pedestrian/cycle routes, including FP410 which runs along the boundary of the site and
- Measures ensure development has appropriate access to proposed North West Sector bus routes and links into pedestrian/cycle routes to the planned neighbourhood centre
- Measures to manage effects, of and minimise traffic on Meath Green Lane, primary highway access through the North West Sector access points/link roads where possible

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



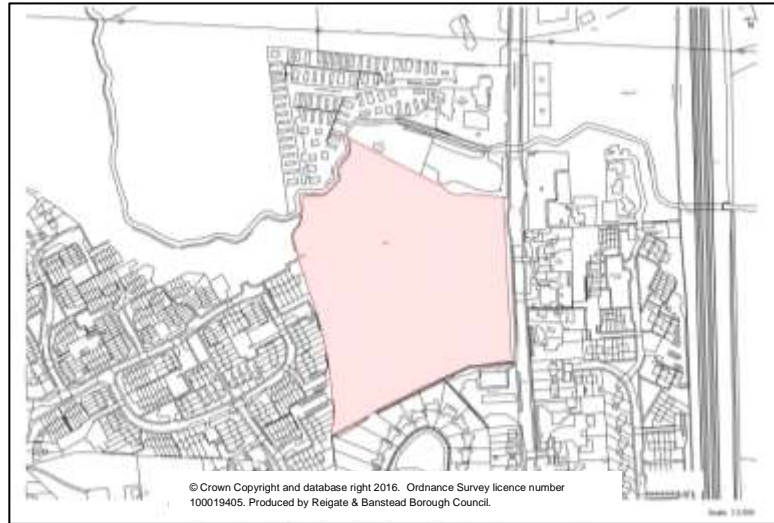
**Potential reserve urban extension site: NWH2 – LAND AT BONEHURST ROAD, HORLEY**

**Background**

The land at Bonehurst Road is located on the northern edge of Horley.

The site comprises an area of open land which is used informally for access to the countryside and amenity.

The site is adjacent to the A23 to the east and largely enveloped within existing residential neighbourhoods to the west, south and east. To the north, the site is bounded by the Burstow Stream, with a small estate of park homes beyond.



**What does our evidence base say about this site?**

1) Sustainable Urban Extensions Technical Report:

- *Key constraints:*
  - Flooding: adjacent to a main river (Burstow Stream) and partially affected by fluvial flood risk (Zones 2 and 3), including historic flood extent
  - Land use: loss of land used informally for public access to countryside and amenity
  - Utilities: electricity pylons traverse the north of the site, within the land at risk of flooding
- *Opportunities:*
  - Green infrastructure: opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley
  - Access: potential for direct access onto the main road network, avoiding impact on local residential roads
  - Flooding: potential to incorporate flood measures which would reduce flood risk in the vicinity and along the A23
- *Development capacity:* Based on a total developable area of 1.6ha (which excludes all land in Flood Zones 2 and 3), the site could deliver between 32 and 64 units depending upon density.
- *Availability:* A national housebuilder holds an option on the site and is actively promoting it for housing development.

2) Green Belt Review:

Not applicable – the site is not within the Green Belt

**What could development on this site comprise?**

- **Residential:** Approximately 40 new homes
- **Open Space:** New public open space along the river corridor to link up the Riverside Green Chain

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside and reflecting the River Biodiversity Opportunity Area
- Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land safeguarded as public open space to link up the Riverside Green Chain, enhancements to the river corridor and to incorporate additional flood storage to reduce downstream flood risk/highway flooding
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Protection and enhancement of trees, particularly those which are protected and/or on the site boundaries

Infrastructure:

- New public open space, including along the river corridor as a continuation of the Riverside Green Chain
- Upgrading of pedestrian/cycle routes, including FP409 which runs through the site
- Safe highway access onto the A23 Bonehurst Road
- Additional flood storage measures to reduce downstream flood risk and manage highway flooding

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.



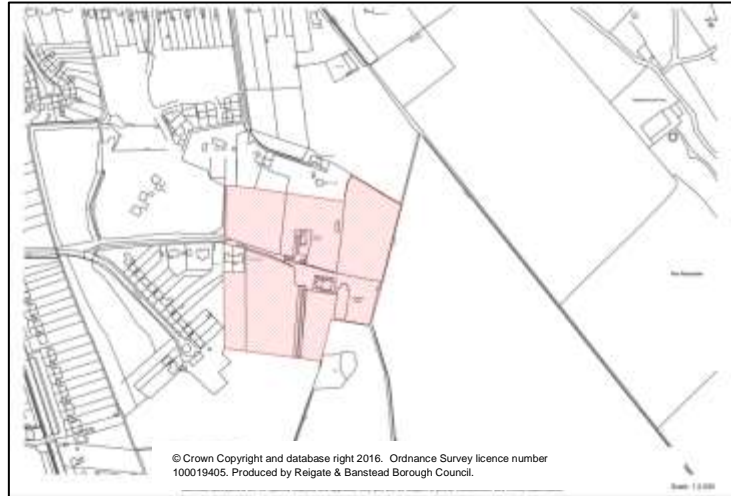
**Potential reserve urban extension site: SEH4 – LAND OFF THE CLOSE AND HAROLDSLEA DRIVE, HORLEY**

**Background**

The land off The Close and Haroldslea Drive lies on the south eastern edge of the town of Horley.

The site currently comprises a variety of land uses including a small equestrian centre, a commercial haulage/storage yard and an existing residential dwelling within a substantial plot.

An existing residential cul de sac and new housing development at Inholms adjoin the potential site to the west. Extensive open countryside bounds the site to east.



The existing residential dwellings accessed from Haroldslea Drive are in private ownership and are excluded from the potential development site boundary.

**What does our evidence base say about this site?**

1) Sustainable Urban Extensions Technical Report:

- *Key constraints:*
  - Access: access to the main road network via The Close is constrained
  - Landscape: land to the south is within the Borough Local Plan Gatwick Open Setting.
  - Heritage: listed buildings adjoin the site to the north
  - Environmental health: land immediately to the south of the site falls within the Gatwick 57dB LEQ noise contour
- *Opportunities:*
  - Land use: potential to reuse existing previously developed land on parts of the site
- *Development capacity:* Based on a total developable area of 2.3ha, the site could deliver between 46 and 92 units depending upon density and the provision of open space
- *Availability:* The site is in two separate ownerships, both of which have been promoted for housing development

2) Green Belt Review:

Not applicable – the site is not within the Green Belt

**What could development on this site comprise?**

- **Residential:** Approximately 70 new homes

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

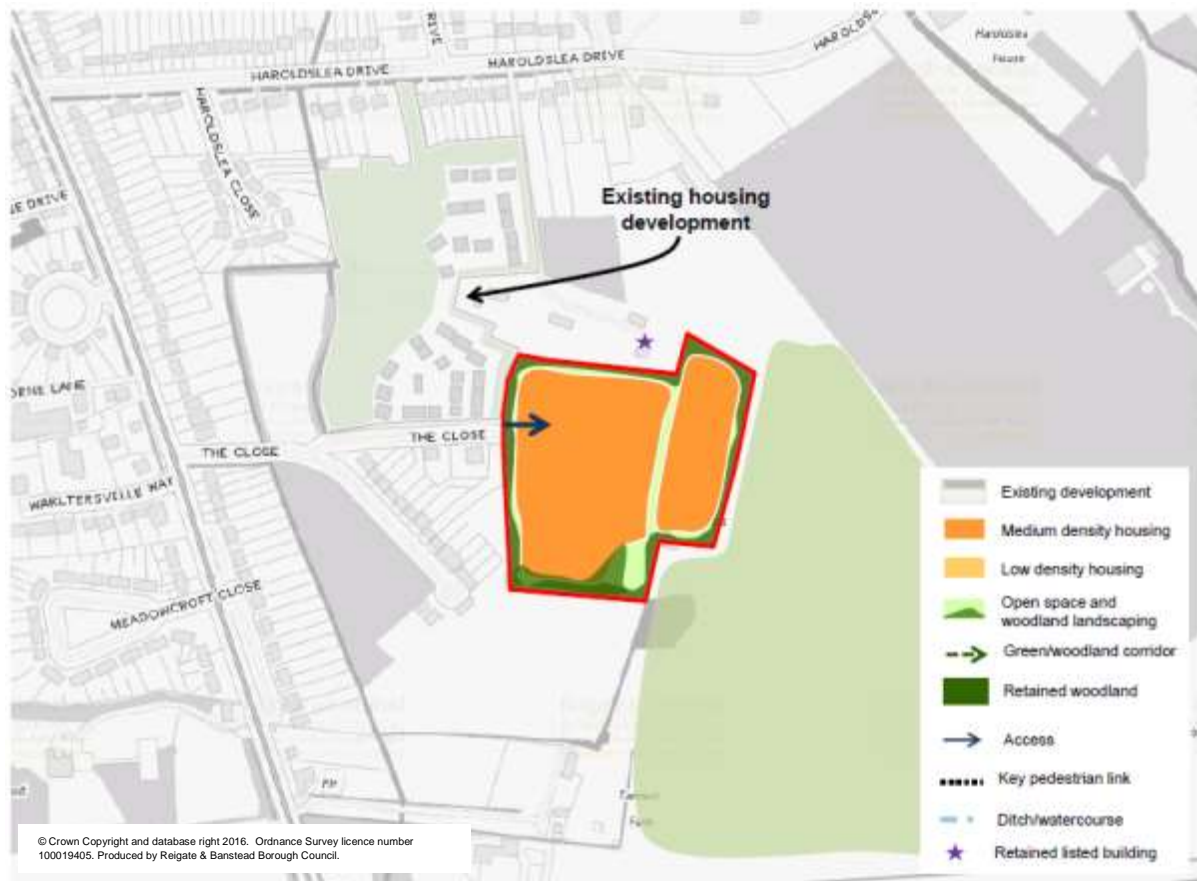
- Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs and protection of the ditch network within the site
- Protection and enhancement of existing trees and hedgerows, particularly on site boundaries
- A full noise assessment and implementation of measures to protect future residential amenity as required
- Design measures to protect and enhance the setting of adjoining listed buildings

Infrastructure:

- Upgrading of highway access via The Close, including appropriate improvements to the junction with Balcombe Road
- Improvement and extension of pedestrian footways on The Close and links to pedestrian/cycle facilities to Horley town centre
- Local improvements to existing bus infrastructure/passenger facilities on Balcombe Road

**Indicative masterplan (for illustrative purposes only):**

This indicative masterplan has been prepared to illustrate the key principles for development – taking account of the constraints and opportunities identified above - and the main land uses envisaged should the site be allocated for development.





## Strategic employment provision

### Context

There is increasing pressure on existing employment land provision in the borough from alternative uses. In particular recent changes to permitted development rights introduced by central government are resulting in a loss of employment sites to residential uses, at a time when the economy is growing, but still fragile from the recent economic downturn.

In addition it is increasingly clear that some nearby authorities may not be able to fully meet their own employment needs. Gaps in the range, type and quality of business premises currently available in the borough and across the wider Gatwick Diamond area to serve business needs have also been identified through both the [Coast to Capital Strategic Economic Plan 2014](#) and evidence commissioned by the Council [\[insert web link\]](#).

The principle of larger 'strategic' employment developments has been identified in previous studies about the wider Gatwick Diamond area within which the borough sits [\[Insert web link\]](#). The potential for strategic employment developments has also been recognised by the Coast to Capital Local Enterprise Partnership, with the 'heart of the Diamond' being identified as a strategic growth location that should be a focal point for future inward investment and growth.

### Evidence Base: Scope for a strategic employment site

Advice on Scope for a Strategic Employment Site within Reigate & Banstead [\[insert weblink\]](#) was commissioned for the Council by Nathaniel Litchfield and Partners, and explores the potential scope of, and market demand for, strategic employment provision in the south of Reigate & Banstead. This concluded that:

- It will be a key challenge for the Gatwick Diamond sub-region to be able to accommodate business expansion and relocation moving forward
- Demand for a strategic business site is likely to be driven by occupiers seeking a highly accessible location
- A mixed employment area is considered to have greatest potential to meet current identified needs; as would an office/business park; however, the latter has higher risks in terms of market demand/occupation
- Reigate & Banstead is well placed to capture strategic employment needs
- Land within the south of Reigate & Banstead provides a relatively unconstrained opportunity to accommodate a strategic employment site. The south of Horley is an optimal location from the perspective of connectivity.
- 20-30ha of land is likely to be required to provide sufficient "critical mass" for an office/business park, 40-50ha would be required for a mixed employment area

### Core Strategy

The Core Strategy envisages that the majority of employment provision in the borough will be made through the reuse and intensification of existing employment land, however national policy changes discussed above – in particular the recent permanent extension of office to residential permitted development rights – mean that this is likely to be challenging.

Whilst the Core Strategy does not explicitly plan for greenfield employment provision, it recognises that unanticipated strategic proposals may come forward. Core Strategy Policy CS5 includes a criterion to ensure that "new employment development outside [existing employment areas] reflects wider policy priorities and is located in accordance with sustainability principles".

Potential development site: HOR9 – LAND WEST OF BALCOMBE ROAD, HORLEY

**Background**

The site is located to the western side of Balcombe Road, a short distance from Horley town centre and Gatwick airport to the south.

The main site comprises predominantly open fields which are used for a combination of grazing and equestrian activities. An existing small office set within large grounds also forms part of the site.

Given the large scale nature of this site, conversation with strategic partners will be important.

In the longer term, beyond the current plan period, potential for development on the eastern site of Balcombe Road may be explored subject to employment, business and economic development needs.



**What does the evidence base say about this site?**

Strategic Employment Site Opportunity Study

This study identifies this site as being potentially suitable for strategic employment provision.

- *Fit with critical success factors:*
  - The potential development site is assessed as having a strong fit with all of the critical success factors for a strategic employment site, in particular providing a highly accessible location with potential for direct access onto the strategic road network.
  - It is also large enough to meet the minimum size likely to be required (20ha), is well related to the existing town centre of Horley and has prominence on the M23 spur and in relation to Gatwick airport, with scope for direct access to the strategic road network.
- *Key constraints:*
  - In the northern part of the potential development site some of the land is earmarked for public open space provision in the Borough Local Plan 2005 and some areas are at risk of flooding (Zone 2).
  - In the southern part of the potential development site the land falls within the Gatwick Open Setting designation in the Borough Local Plan 2005 and is affected by 57dB LEQ airport noise contour.
- *Availability:* There is a reasonable prospect of the site being made available for development. The Council has entered into a joint venture to help bring forward development in this location and the use of CPO powers for site assembly has, in principle, been confirmed by the Council.

**What could development on this site comprise?**

- Business space, predominantly in office use
- A range of appropriate commercial and leisure facilities to serve and complement the business use of the site
- At least 5 ha of new high quality public open space, including parkland and outdoor sports facilities

**What would be required to support development of this site should it be allocated?**

Design approach and mitigation requirements:

- A mix of business space suitable for a range of occupiers, including local small businesses and start ups
- Appropriate levels of on-site parking and a comprehensive travel plan
- Supporting facilities (such as retail, leisure) of an scale appropriate to meet the needs of future occupants but not adversely affect the nearby town centre
- Retention of an appropriate strategic gap between Horley and Gatwick airport (Proposed Policy Approach NHE1: Landscape protection)
- Design and layout to achieve an appropriate transition to, and relationship with, neighbouring residential areas, including through appropriate height, massing and siting of buildings and suitable consideration of shared boundaries
- Protection of existing trees and hedgerows where possible and enhancement of green infrastructure on site and reflecting the River Biodiversity Opportunity Area
- High quality public realm and landscaping
- Height and design of buildings to be agreed with Gatwick airport and respect aerodrome safeguarding requirements
- Layout to ensure no development on land within Flood Zones 2 and 3 and incorporate a buffer zone and improvements to the ditch network within the site
- Measures to manage and reduce surface water run-off including a comprehensive system of SUDs
- Flood mitigation and attenuation measures as appropriate to ensure an overall reduction in the risk of flooding to the site and neighbouring properties

Infrastructure

- New high quality public open space, including parkland and outdoor sports facilities of at least 5ha
- A new dedicated, direct access onto the strategic road network (M23 spur)
- Measures and improvements to manage the impact of additional traffic on Balcombe Road and the Chequers roundabout
- Improvements to existing bus infrastructure/passenger facilities in and around the site and measures to maximise the accessibility of routes/services to future occupiers
- Upgrading and extension of pedestrian/cycle routes to Horley town centre and

Gatwick station

- Other infrastructure required to support and mitigate the specific impacts of the development may also be identified

**Proposed Policy Approach: HOR10 - RURAL SURROUNDS OF HORLEY**

The Rural Surrounds of Horley (RSH) designation in the 2005 Borough Local Plan currently covers most of the countryside around Horley, apart from a strip of land in the very east of the borough that falls within the Green Belt.

The Rural Surrounds of Horley is not Green Belt. The area was originally excluded from the Green Belt to allow for future strategic allocations to be identified, and the 2005 Borough Local Plan identified those strategic allocations in the form of the Horley North East and North West Sector. At that time the Inspector considered that whether to designate the remaining Rural Surrounds of Horley as Green Belt could be a matter considered at the next review of the Local Plan.

The preparation of the DMP now presents an opportunity to consider whether the Rural Surrounds of Horley (excluding any land required to deliver the development needs in the Core Strategy) should be designated as Green Belt.

A decision as to whether to designate parts of the Rural Surrounds of Horley as Green Belt would need to take into account a range of considerations, including:

- The extent to which the land fulfils the purposes of the Green Belt as set out in the National Planning Policy Framework, that is:
  - Checking the unrestricted sprawl of large built up areas
  - Preventing neighbouring towns from merging
  - Assisting in safeguarding the countryside from encroachment
  - Preserving the setting of historic towns; or
  - Assisting in urban regeneration by encouraging the recycling of derelict and other urban land
- The relative sustainability merits of land in this location as compared to land in other parts of the borough, in terms of its ability to help achieve sustainable patterns of development in the future.

We would welcome your views on whether the principle of putting land around Horley (excluding any land required to deliver the development needs identified within the Core Strategy) in the Green Belt should be explored further.

## Section 4: Infrastructure to support growth

### What does the Core Strategy say?

#### The Core Strategy Vision:

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where...neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options [and] the wellbeing of communities is supported by accessible health, leisure, education and information services.

#### The Core Strategy Objectives:

**SO13:** To seek to secure in appropriate locations, adequate land, community services and infrastructure to support business and community needs.

**SO15:** To improve overall accessibility to key services and facilities for all but encouraging development in accessible locations maintaining and enhancing the movement network.

#### Core Strategy Policies

- *Policy CS12:* Infrastructure Delivery

### What will the DMP do?

To deliver the vision and objectives of the Core Strategy with regard to infrastructure to support growth, the following DMP objective is proposed:

**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.**

**Objective 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**

### Context

#### National Planning Policy Framework

Para 157: ...Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework

Para 162: Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk ..., and its ability to meet forecast demands...

#### Core Strategy

Policy CS12: The Council will secure contributions from new development towards the infrastructure required to meet the needs created by the new development, [and] require

infrastructure to be provided either ahead of, or alongside, the delivery of new development....

### **Evidence base**

- The Council's [Infrastructure Delivery Plan and 2015 Addendum](#), which provides information about the infrastructure needed to support growth in the borough over the plan period. This should be read alongside the Infrastructure Delivery Plan Addendum (2016). [\[insert web link\]](#)
- The Education Infrastructure Needs Evidence Paper [\[insert web link\]](#) provides an understanding of the school place needs which could arise from the growth anticipated in the Core Strategy and Development Management. It tests the effect of both urban growth and potential urban extensions. This includes school place modelling carried out by Surrey County Council and sensitivity testing carried out by Reigate & Banstead.
- The Health Infrastructure Needs Evidence Paper [\[insert web link\]](#) sets out a theoretical assessment of the primary and acute healthcare needs which could arise in the borough over the plan period. This paper also reflects on information about the future direction of healthcare provision from local Clinical Commissioning Groups.
- The 2016 Transport Assessment, [\[insert web link\]](#) undertaken by Surrey County Council, models the impact of proposed growth and resultant traffic on the borough's roads and junctions.

## Proposed Policy Approach: INF1 - INFRASTRUCTURE

The Council recognises the vital importance of infrastructure provision to support new development. The term 'infrastructure' is used to capture a wide range of things, including:

- Transport: roads, cycleways, footpaths, public transport
- Utilities
- Flood risk management measures
- Healthcare services
- Education
- Emergency services
- Community and leisure facilities
- 'Green' infrastructure
- Waste management

It is therefore proposing the following approach:

### Policy Mechanisms

- Liaison with service providers: As the Council continues to prepare the Development Management Plan we will share our emerging development proposals with service providers. This will enable them to advise the Council on the likely infrastructure requirements associated with growth, but also to incorporate requirements for new infrastructure within their service plans. Information from service providers will be critically reviewed to ensure that their proposals seek to deliver the best results for residents of the borough.
- Development management policies: Borough-wide development management policies will include criteria, thresholds and targets for the provision of some types of infrastructure, for example open space provision, parking provision and flood risk management infrastructure.
- Site specific policies: Site specific policies will be included in the DMP for larger-scale site allocations (including urban extensions). These policies will include criteria and requirements in relation to the provision of infrastructure required to support development on a particular site, and in relation to other mitigation measures required to make development acceptable.
- Provision for master-planning and development briefs: It is proposed that once site allocations have been finalised, master-planning exercises will be undertaken (in conjunction with service providers) to inform the detailed design of developments, including infrastructure and service provision.
- Supplementary guidance: The Developer Contributions Supplementary Planning Document (SPD) which sets out the Council's approach to securing infrastructure from new development and the range of mechanisms available to do so. It particularly includes guidance and examples as to the types of site-specific infrastructure and mitigation measures which may be sought through planning obligations in order to make developments acceptable. The SPD will inform negotiations on individual developments.



Funding and delivery mechanisms:

- Funds held by service providers: Service providers hold funds to deliver infrastructure that they are required to provide.
- Grant funding and bids: The Council is able to apply for funding to deliver some types of infrastructure from government or other organisations such as the Local Enterprise Partnership.
- Community Infrastructure Levy: The Community Infrastructure Levy will raise funds from new development for the delivery of infrastructure to support growth. CIL will allow for contributions from smaller developments to be spent on new infrastructure, including to address the cumulative impacts of growth
- Planning conditions: Use planning conditions to ensure that particular elements of a development are carried out in a particular way. Conditions can be used to control the phasing of development, timely or up-front delivery of infrastructure, or site specific measures to mitigate the impacts of a new development
- Section 106 agreements: Use this type of legal agreement (between a developer and the Borough Council) to secure both financial and non-financial obligations, including in relation to the provision of infrastructure, where this infrastructure is necessary to make the development acceptable in planning terms, and directly, fairly and reasonably related to the proposed development.
- Section 278 agreements: Use this type of legal agreement (between a developer and the County Council) to ensure developers deliver or fund improvements or alterations to the public highway which are necessary to mitigate the impacts of a specific development or make it acceptable in planning terms.

## Section 5: Managing land supply

### What does the Core Strategy say?

The Council is planning for the provision of a total of at least 6,900 homes over the plan period...equivalent to an annual average provision of 460 homes per year.

Our spatial strategy is based on an 'urban areas first' approach. This reflects national policy guidance and the constrained nature of the borough. Housing provision will be focussed within the existing urban area, in particular to deliver the priorities for regeneration and growth identified in policy CS6. Although other unanticipated urban opportunities may come forward, current housing land supply evidence indicates that it will not be possible to accommodate the total level of planned growth within the existing urban area. Broad areas of search for sustainable urban extensions to accommodate the additional housing required to deliver the housing target have therefore been identified.

The release of sites for sustainable urban extensions will be triggered if the Council is unable to demonstrate a five year land supply.

#### The Core Strategy Objectives:

*SO1:* To ensure that future development addresses the economic and social needs of the borough without compromising its environmental resources.

*SO2:* To enable required development to be prioritised within sustainable location within the existing built up area...whilst also catering for local housing needs.

#### Core Strategy Policies

- *Policy CS6:* Allocation of land for development
- *Policy CS13:* Housing delivery

### What will the DMP do?

The DMP will set out how land for urban extensions will be released, including the phasing and ordering of individual sites, taking account of site specific factors.

#### National Planning Policy Framework

*Para 47:* Local planning authorities should...describe how they will maintain delivery of a five-year supply of housing land to meet their housing target.

#### Core Strategy

*Policy CS16:* (4) Sites for sustainable urban extensions within the broad areas of search set out in policy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites (based on the residual annual housing requirement).

*Para 7.4.7:* The DMP will take account of site specific factors in allocating and phasing sustainable urban extension sites for development.

#### Evidence base for policy MLS1

- Sustainable Urban Extensions (Stage 2) Site Specific Technical Report [[insert web link](#)]
- Green Belt Review (2016) [[insert web link](#)]

#### Proposed Policy Approach: MLS1 – PHASING OF URBAN EXTENSION SITES

The emerging policy approach is to include a policy in the Development Management Plan that phases or prioritises the development allocated urban extension sites in the event that the Council does not have a five year housing land supply.

The following principles are proposed:

- The DMP will prioritise urban extension allocations based on factors such as their relative sustainability, relative contribution to Green Belt purposes, and any site specific constraints or infrastructure requirements.
- In the event that the Council's Authority's Monitoring Report identifies that the Council does not have a five year supply of housing, the AMR will also identify which allocated urban extension sites will be released for development.
- This will be based on the prioritisation within the DMP and the size of the five year land supply deficit.
- Only those sites necessary to cover the shortfall in five year supply would be released at any one time.
- Sites will continue to be treated as though they were Green Belt or countryside beyond Green Belt until such time as they are identified for release. Allocated sites will be protected for the future delivery of sustainable urban extensions and development would not be permitted that compromises the delivery of those urban extensions.

**Proposed Policy Approach: MLS2– SAFEGUARDING LAND FOR DEVELOPMENT BEYOND THE PLAN PERIOD**

National Planning Policy Framework

*Para 83:* [When reviewing Green Belt boundaries] authorities should have regard to their intended permanence in the long term, so they should be capable of enduring beyond the plan period.

*Para 85:* where necessary, local authorities should identify in their local plans areas of ‘safeguarded land’ between the urban area and the Green belt, in order to meet longer-term development needs stretching well beyond the plan period... [local authorities should also] make it clear that such ‘safeguarded land’ is not allocated for development at the present time, and that planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review.

Core Strategy

*Policy CS3:* Land may also be safeguarded through the DMP in order to provide options to meet development needs beyond the plan period. Safeguarded land will only be allocated through a subsequent local plan review and will be subject to Green Belt policy until such time.

The Council is currently considering whether land should be safeguarded for development beyond this current plan period (i.e. beyond 2027). This would mean that land would be taken out of the Green Belt through the DMP, providing an indication of where development may need to go in the longer term. However, this land would continue to be treated as though it were Green Belt. It would only be developed if

- further work as part of a future Local Plan Review to assess its appropriateness for development concluded that the land should be developed; and
- the site was allocated for development through that future Local Plan Review.

We would welcome your views on this issue.

## Annex 1: Glossary

Acronym/ Term	Full name	Definition
AH	Affordable Housing	Includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.
AAP	Area Action Plan	A planning policy document which focuses on a specific area, often dealing with change or conservation.
AGLV	Area of Great Landscape Value	Area designated by Surrey County Council as being of high visual quality worthy of protection.
AONB	Area of Outstanding Natural Beauty	Area of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. Part of the Surrey Hills Area of Outstanding Natural Beauty is located in Reigate & Banstead.
AMR	Authority's Monitoring Report	The Council's annual monitor of the effectiveness of planning policies and proposals.
AW	Ancient Woodland	Sites which have been wooded since at least 1600, recognised as being of high nature conservation value. They may be semi-natural or replanted.
BLP	Borough Local Plan (2005)	The current adopted plan for Reigate & Banstead; which is part of the statutory Development Plan and guides the determination of planning applications. The Borough Local Plan will be replaced by the Core Strategy, Development Management Policies document, Redhill Town Centre Area Action Plan and other planning policy documents as appropriate. See also 'Saved policies'
BOA	Biodiversity Opportunity Area	Regionally-identified priority areas where there is the opportunity for restoration and creation of important habitats.
C2C	Coast to Capital Local Enterprise Partnership	See also 'LEP'. Reigate and Banstead is located centrally in the Coast to Capital Local Enterprise Partnership, which extends from Croydon to the South Coast.
CA	Conservation Area	Area designated by the Council as being of special architectural or historic interest, the character of which it is desirable to project and enhance.
	Community Facilities	Facilities or services for the community including local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (list is not exhaustive)
CIL	Community Infrastructure Levy	A levy on development that local authorities can charge on new developments to help fund the infrastructure needed to support growth. The Community Infrastructure Levy will replace Section 106 as the main way of securing developer contributions.
	Comparison retail	The selling of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
	Convenience retail	The selling of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
	Corporate Plan	Sets out the Borough Council's priorities over the next 4-5 years and how they are going to be achieved.

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DMP	Development Management Plan	Planning policy document being prepared by the Council, which will set out policies to guide the determination of planning applications, and allocated sites for development.
DPD	Development Plan Document	Local Development Documents which have Development Plan status in the determination of planning applications. They are subject to independent examination. See also LDD.
GDI	Gatwick Diamond Initiative	Business led private/public sector economic partnership, including Reigate & Banstead Borough Council, established with the aim of improving the economic performance of the sub-region with Gatwick Airport at its heart.
Gatwick Diamond LSS	Gatwick Diamond Local Strategic Statement	A joint statement which sets out the strategic direction for the Gatwick Diamond and establishes a framework for cooperation between local authorities on planning and development issues.
GB	Green Belt	Metropolitan Green Belt, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open.
GI	Green Infrastructure	A multi-functional network of open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside, which supports natural and ecological processes and is integral to the health and quality of life of communities.
	Greenfield land	Land which is currently undeveloped and has not been previously developed.
HPG	Historic Parks & Gardens	A park or garden of historic interest. Graded I (highest quality), II* or II. These are designated by English Heritage.
HRA	Habitats Regulations Assessment	A precautionary assessment of the potential effects of a proposed plan or project - 'in combination' with other plans and projects - on one or more sites of European nature conservation importance (for example, Special Areas of Conservation). The 'appropriate assessment' forms part of the Habitats Regulations Assessment, and considers the implications of a proposal on the European site(s). Plans or projects can only be agreed if they will not affect the integrity of European site(s).
	Infill Development	New development on vacant or undeveloped land within an existing community, usually bounded by other types of development.
IDP	Infrastructure Delivery Plan	Sets out the infrastructure needed to support the delivery of the Core Strategy, as well as costs, phasing, funding sources and responsibilities for delivery.
	Locality	The immediate vicinity and the broad locality within which a site is situated
LCAP	Local Community Action Plan	Part of the Council's community liaison work, setting out local community's aspirations to guide future policy.
LDD	Local Development Documents	Documents that together make up the Local Development Framework. There are different types of Local Development Documents, including Development Plan Documents, Area Action Plans, Supplementary Planning Documents, the Local Development Scheme, and the Statement of Community Involvement.
LDF	Local Development Framework	The range of Local Development Documents, which will together form the framework to guide development in the borough.
LDS	Local Development Scheme	A three-year project plan setting out the programme for production of Local Development Documents.
LEP	Local Enterprise Partnership	Sub-regional partnerships between local authorities and businesses formed to determine local economic priorities and undertake activities to drive economic growth and the creation of local jobs. Reigate and Banstead is located in the Coast to Capital Local Enterprise Partnership.
LNR	Local Nature	Non statutory habitats of local significance designated by local

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	Reserve	authorities where protection and public understanding of nature conservation is encouraged.
LTP	Local Transport Plan	A statutory plan prepared by Surrey County Council setting out the authority's strategy, implementation plan and targets for improving transport in Surrey.
	Main town centres uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
	Micro-generation	Small-scale renewable energy systems - including solar, air source, ground source and biomass energy - which generate heat and electric power
	Monitoring framework	Sets out a series of indicators which provide the basis for monitoring the Core Strategy. Performance against indicators will be published in the Annual Monitoring Report.
	Neighbourhood planning	Neighbourhood planning has been introduced to enable communities to have more of a say on the future of the places where they live and work. Neighbourhood plans must be in line with local and national policies but can provide more detailed information about the type, design and location of new development
NPPF	National Planning Policy Framework	A single document setting out streamlined national planning policy and guidance, which will replace Planning Policy Statements, Guidance notes and some Government circulars.
	Permeable	The extent to which urban forms permit movement of people and/or vehicles, including the directness of links and the density of connections in a transport network.
PD	Permitted Development	Changes of use and minor alterations that can be implemented without the need to submit a full planning application.
PDL	Previously developed land	Often referred to as 'brownfield land'. Land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. Definition excludes land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.
RASCs	Residential Area of Special Characteristic	These are residential areas which retain a special character of substantial dwellings in spacious grounds.
RIGS	Regionally Important Geological Sites	A non-statutory regionally important geological or geomorphological site
SA	Sustainability Appraisal	A mandatory requirement designed to ensure that the likely social, environmental and economic impacts of planning policies and proposals are assessed and considered by decision-makers.
SAC	Special Area of Conservation	A site of European importance for nature conservation, classified under the EU Habitats Directive. Part of the Mole Gap to Reigate Escarpment Special Area of Conservation is within Reigate & Banstead. See also HRA.
SAM	Scheduled Ancient Monument	Buildings or earthworks above or below ground whose preservation is of national importance because of their historic, architectural, traditional, or archaeological interest.
	Saved policies	Policies from the Borough Local Plan which have been formally saved to ensure a clear policy framework to guide development remains in place until the Core Strategy and other Development Plan Documents are adopted.
SCC	Surrey County Council	Provides a wide range of services, including responsibilities for minerals and waste planning and transport planning.
SCI	Statement of	Sets out who, how and when the Council involve people in the

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	Community Involvement	preparation of planning policy documents and in the consideration of planning applications.
SEA	Strategic Environmental Assessment	A statutory requirement, governed by European legislation, to ensure that environmental considerations are integrated into the preparation of plans and programmes. Included as part of the Sustainability Appraisal process.
S106	Section 106	A legal agreement between a planning authority and landowner associated with the grant of planning permission, to secure measures to make a development acceptable. Frequently used to secure the provision of services and infrastructure.
SFRA	Strategic Flood Risk Assessment	Part of the evidence base. Used to inform decisions on the location of development and policies for flood risk management.
SHLAA	Strategic Housing Land Availability Assessment	Part of the evidence base; assesses land availability and the likely level of housing that can be provided on identified land. Also identifies physical and sustainability constraints and actions to overcome these.
SHMA	Strategic Housing Market Assessment	Part of the evidence base; estimates housing need and demand, considers future trends and identifies the accommodation requirements of particular groups.
SNCI	Site of Nature Conservation Importance	Areas which are of county or regional wildlife value on account of their flora and fauna.
SPD	Supplementary Planning Document	A document that expands on an adopted policy to provide further guidance or technical information.
SSSI	Site of Special Scientific Interest	Areas notified by Natural England as being areas of special interest for their plants, animals, geological and physiological features.
SUE	Sustainable Urban Extension	Development (largely housing) located beyond, but adjacent to the existing urban area.
	Surrey Connects	The economic partnership for Surrey.
	Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
TPO	Tree Preservation Order	An order made in accordance with legislation to preserve trees of high amenity value and prevent felling or pruning without consent.
UOL	Urban Open Land	Open land in the urban area which contributes to the quality of life and visual amenity of the area.
	Use Classes	<p><b>A1 Shops</b> - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.</p> <p><b>A2 Financial and professional services</b> - Financial services such as banks and building societies, professional services (other than health and medical services) and including estate and employment agencies. It does not include betting offices or pay day loan shops - these are now classed as “sui generis” uses (see below).</p> <p><b>A3 Restaurants and cafés</b> - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.</p> <p><b>A4 Drinking establishments</b> - Public houses, wine bars or other drinking establishments (but not night clubs).</p> <p><b>A5 Hot food takeaways</b> - For the sale of hot food for consumption off the premises.</p> <p><b>B1 Business</b> - Offices (other than those that fall within A2), research</p>



		<p>and development of products and processes, light industry appropriate in a residential area.</p> <p><b>B2 General industrial</b> - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).</p> <p><b>B8 Storage or distribution</b> - This class includes open air storage.</p> <p><b>C1 Hotels</b> - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).</p> <p><b>C2 Residential institutions</b> - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.</p> <p><b>C2A Secure Residential Institution</b> - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.</p> <p><b>C3 Dwellinghouses</b> - this class is formed of 3 parts:</p> <ul style="list-style-type: none"> <li>○ C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.</li> <li>○ C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.</li> <li>○ C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.</li> </ul> <p><b>C4 Houses in multiple occupation</b> - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.</p> <p><b>D1 Non-residential institutions</b> - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.</p> <p><b>D2 Assembly and leisure</b> - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).</p> <p><b>Sui Generis</b> - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: betting offices/shops, pay day loan shops, theatres, larger houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos</p>
	Washed over settlements	Settlements that are included in the Green Belt

## **Annex 2: Saved policies**

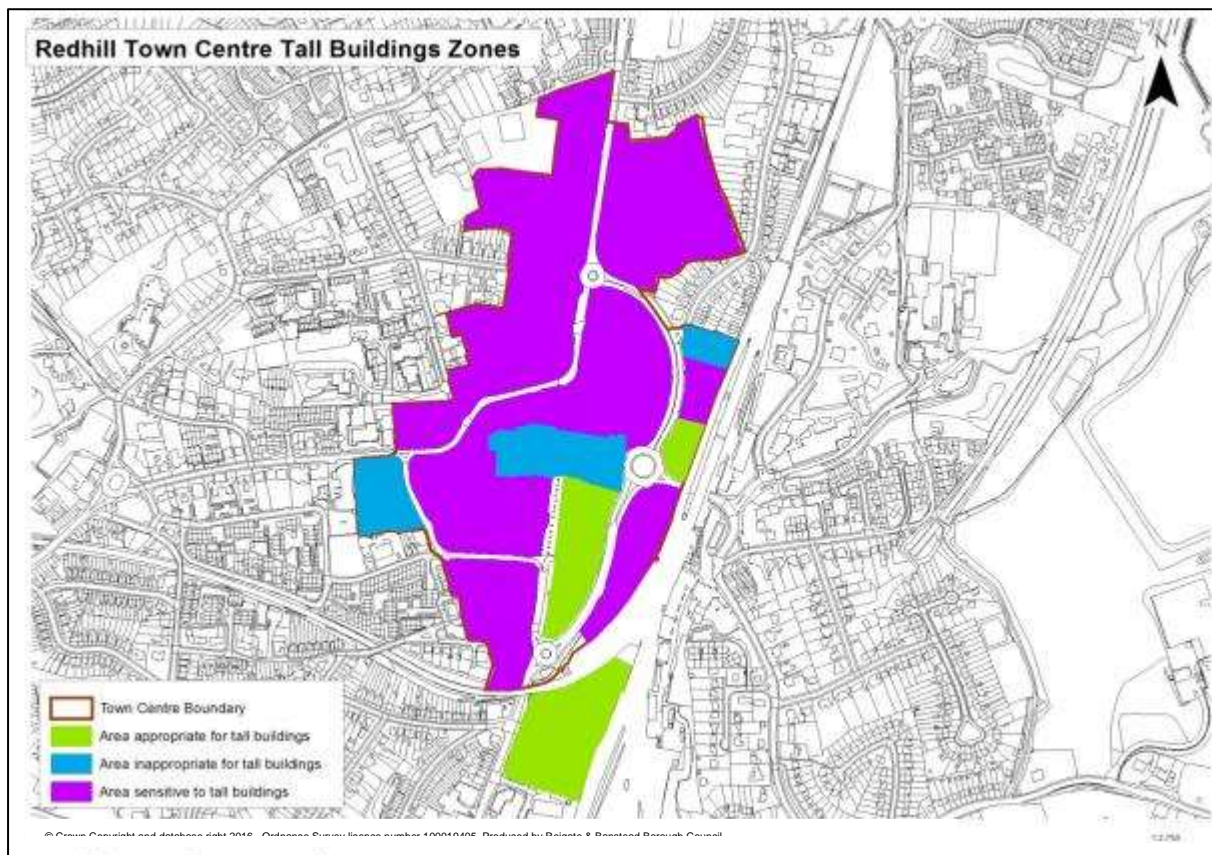
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### Annex 3: Redhill Town Centre Tall Building Zones

Tall buildings, in the context of Redhill Town Centre, should acknowledge the general strategy to support new developments more uniformly ranging from 4-6 storeys. Tall buildings within this context will be 8+ storeys.

Three tall building zones have been identified in the town centre, which are shown on the map below, and are defined as follows:

- 1) Areas appropriate for tall buildings – these locations are centrally located and are therefore considered to have a potentially transformational quality.
- 2) Areas sensitive to tall buildings – the impact of any tall building will be critically assessed and rigorously examined before any approval is given. Applications will be expected to provide further detail, including three dimensional and thorough design, architectural, and planning analysis.
- 3) Areas inappropriate for tall buildings – these are predominantly low-rise areas, in which it would be highly unlikely that proposals for tall buildings would be considered acceptable, due to the harmful impacts on neighbouring character and amenity. For example, parts of the High Street and Station Road have been identified as such because they currently have a consistent character and environment, due to the traditional shopping frontages and building heights, which should be maintained and enhanced.



## Annex 4: Parking standards

The Council's proposed local parking standards are based on Surrey County Council's Vehicular and Cycling Parking Standards, although the residential parking standards have been updated to better reflect the Reigate and Banstead Borough context.

### Size requirements

#### Car parking

- *Off-street parking space:*
  - The minimum dimension of an off-street car parking space is 2.4 metres by 4.8 metres.
  - Where the space is entered from the side, the minimum dimension is 2.4 metres by 6 metres
- *Garages:*
  - Where garages and car ports are intended to be counted towards parking provision, the minimum internal dimensions must be 3 metres wide x 7 meters long or 3.5 metres wide by 6 metres long.
  - Where garages or car ports are proposed, they will only count as a parking space(s) if they meet the minimum size requirements.
  - Where garages are intended to count toward parking provision, conditions will be applied prohibiting them from being converted to habitable accommodation.

#### Lorry parking

- A lorry space should be 15 metres wide by 3.5 metres long.

### Residential standards

For residential developments the Council is proposing minimum parking standards. The standards take account of Surrey County Council standards but have been updated to reflect the local context of Reigate & Banstead borough. The intention is for standards to be provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances.

At this stage the standards below are proposed as a starting point, however further work is also underway to look at options for improved visitor parking space provision and different standards for allocated and unallocated spaces.

	High Accessibility	Medium Accessibility	Low Accessibility
1 bed flats	1 space per unit	1 space per unit	1 space per unit
2 bed flats 1 & 2 bed houses	1 space per unit	1 space per unit	1.5 spaces per unit
3 bed flat	1 space per unit	1 space per unit	1.5 spaces per unit
4 bed flat 3 & 4 bed house	1 space per unit	1.5 spaces per unit	2 spaces per unit
5+ bed flat	1 space per unit	2 spaces per unit	2 spaces per unit
5+ bed house	1 space per unit	2 spaces per unit	2.5 spaces per unit

**Note:** Term "House" covers houses and bungalows, Term "flat" covers a flat, maisonette or apartment

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These standards are based on three different levels of accessibility. This will require the applicant to assess their development using an assessment form, an example of which is provided below.

Accessibility Assessment		Accessibility Level High: 30-21 Medium: 20 – 11 Low: 10 or less			
Access Type	Criteria	Criteria Scores	Score	Sub Score	
Walking	Distance to nearest town centre (via direct, safe route)	<400m	5		
		<800m	3		
		<1600m	1		
		>1600m	0		
	Distance to nearest bus stop from main entrance to building (via direct, safe route)	<200m	5		
		<300m	3		
		<500m	1		
		>500m	0		
	Distance to nearest railway station from main entrance to building (via direct, safe route)	<400m	5		
		<800m	3		
		<1600m	1		
		>1600m	0		
Cycling	Proximity to defined cycle routes	<100m	3		
		<500m	2		
		<1km	1		
Public Transport	Bus frequency of principal service from nearest (walking distance) bus stop during operational hours of the development	15 minutes or less	5		
		30 minutes or less	3		
		>30 minutes	1		
	Number of bus services serving different localities stopping within 200 metres of main entrance	Localities served:			
		4 or more	5		
		3	3		
		2	2		
	Train frequency from nearest station (Mon – Sat daytime)	30 minutes or less	3		
		30 – 59 minutes	2		
		Hourly or less frequent	1		
	Drive to nearest station	Facilities on-site or within 100 metres that reduce the need to travel:			
		Food shop/café	1		
		Newsagent	1		
		Crèche	1		
		Other (please specify)	1		
<b>TOTAL AGGREGATE SCORE</b>					

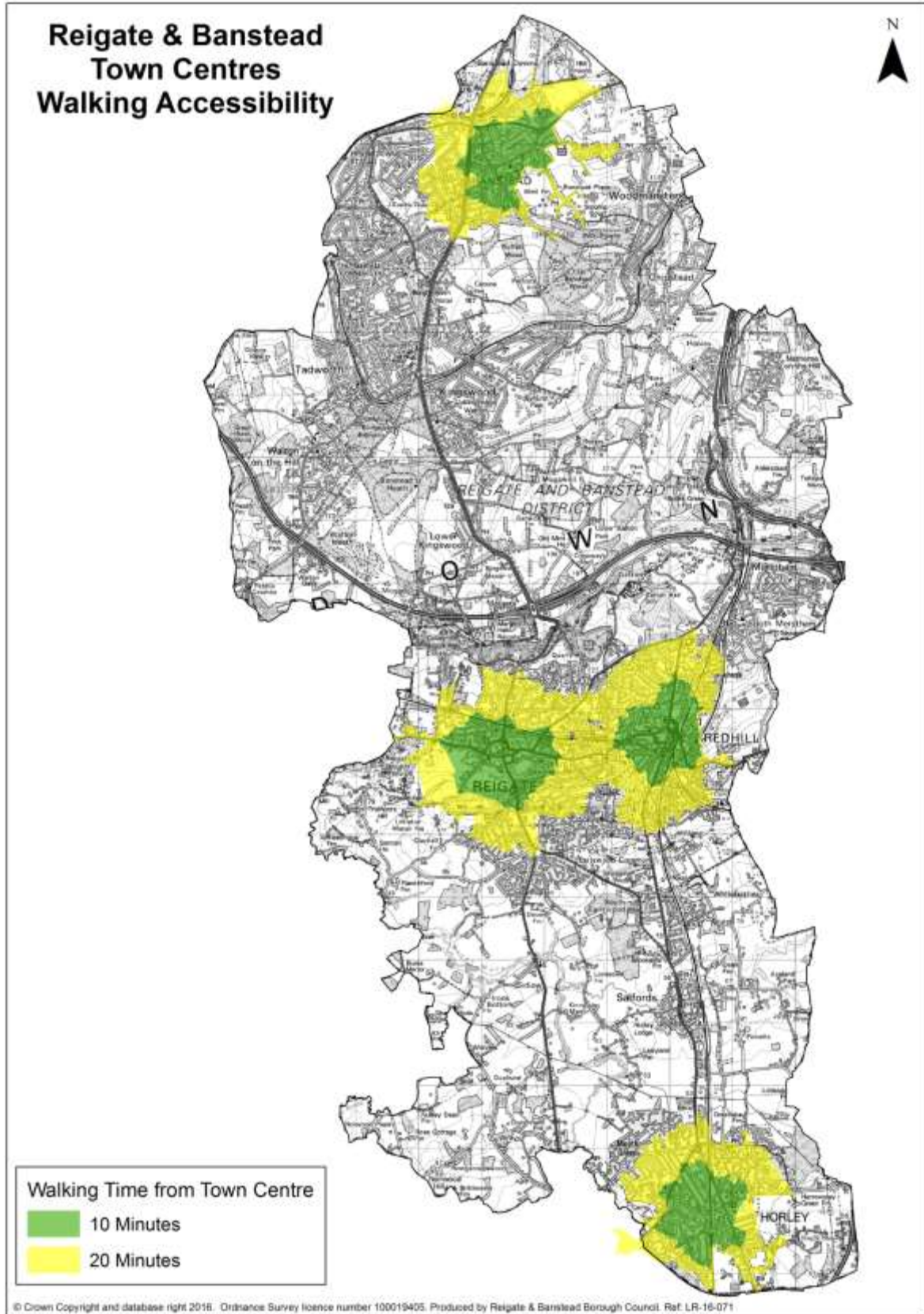
The accessibility assessment will be complemented by the accessibility maps below which show walking distances in time bands of 10 and 20 minutes (using the Department for Transport figure of 3 miles p/h walking speed) from town centres and train stations.

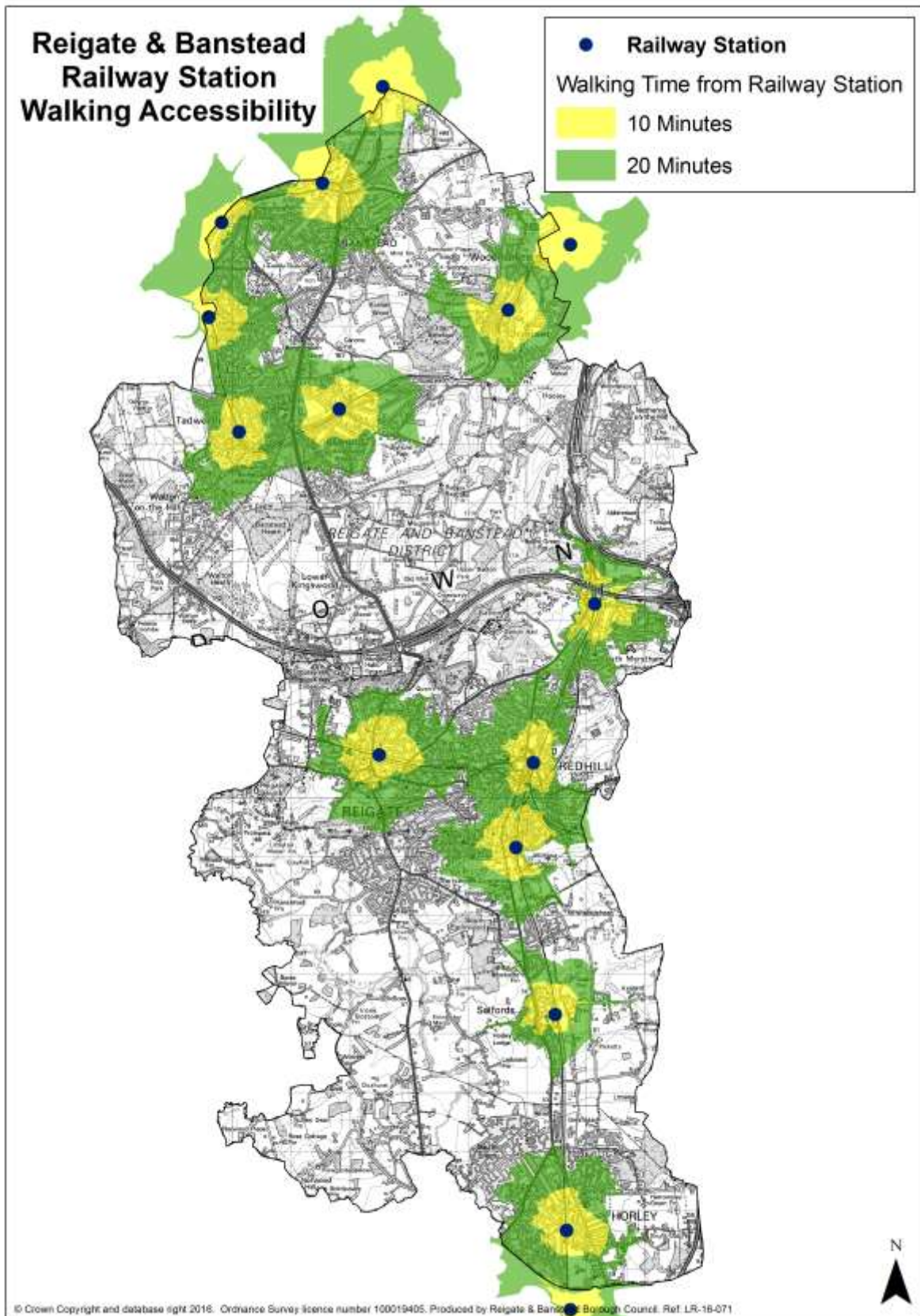
Depending on the score, the development will fall into one of three areas of accessibility, high, medium and low. These will correspond with the different standards set out in the table above.

**High accessibility areas:** These areas will be well connected to a range of facilities, local services and amenities. They will also have access to frequent bus services and/or train stations.

**Medium accessibility areas:** These areas are still well connected and accessible to the town centres, local services and amenities. They are also within access of frequent bus services and train stations, but are at a greater distance than access to local services and sustainable transport hubs.

**Low accessibility areas:** These areas are often less urban and located further away from local services/ amenities and have more limited public transport and are areas more car dependant.







### Non-residential standards

For non-residential developments, maximum parking standards are proposed in line with SCC standards. In special circumstances the maximum parking standards can be exceeded, but only with strong justification and this will be at the discretion of the local planning authority.

Use Class	Maximum Standard (per m <sup>2</sup> of gross floor area)
<b>A1 Retail</b>	
Food or non-food retail (up to 500m <sup>2</sup> )*	1 car space per 30m <sup>2</sup>
Food retail (500m <sup>2</sup> to 1000m <sup>2</sup> )*	1 car space per 25m <sup>2</sup>
Food retail (above 1000m <sup>2</sup> )*	1 car space per 14m <sup>2</sup>
Non food retail (500m <sup>2</sup> or more)*	1 car space per 25m <sup>2</sup>
<i>* Suggested reductions of (or greater than) to be applied based on location:</i>	<i>Town centre: 75% Edge of Centre: 50%</i>
<b>A2 Financial &amp; Professional Services</b>	
Financial services, banks, building societies, estate agencies, employment agencies, betting shops (if located beyond town centre locations)	A maximum range of 1 car space per 30m <sup>2</sup> to 1 car space per 100m <sup>2</sup> depending on location No parking in town centres
<b>A3 Food and drink</b>	
Restaurants, snack bars and cafes for the sale of food and drink for consumption on the premises (if located beyond town centre locations)	1 car space per 6m <sup>2</sup> No parking in town centres
<b>A4 Drinking Establishments</b>	
Public houses, wine bars or other drinking establishments but not night clubs (if located beyond town centre locations)	Individual assessment/justification No parking in town centres
<b>A5 Hot Food Takeaways</b>	
For the sale of food for consumption off the premises (if located beyond town centre locations)	1 car space per 6m <sup>2</sup> No parking in town centres
<b>B1 Business</b>	
Offices (other than those falling within A2), research & development, light industry appropriate in a residential area	A maximum range of 1 car space per 30m <sup>2</sup> to 1 car space per 100m <sup>2</sup> depending on location
<b>B2 General Industrial</b>	
Industrial processes (other than those falling within B1)	1 car space per 30m <sup>2</sup>
<b>B8 Storage or distribution</b>	
Warehouse for storage	1 car space per 100m <sup>2</sup> 1 lorry space per 200m <sup>2</sup>
Warehouse for distribution	1 car space per 70m <sup>2</sup> 1 lorry space per 200m <sup>2</sup>
Cash and carry	1 car space per 70m <sup>2</sup> 1 lorry space per 200m <sup>2</sup>
<b>C1 Hotels</b>	
Hotels, boarding houses and guest houses where no significant care is provided (excluding hostels)	1.5 car spaces per bedroom 1 coach space if over 100 bedrooms
<b>C2 Residential Institutions</b>	
Residential care homes and nursing homes	Individual assessment/justification. Any

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	application should consider, and where appropriate provide, ambulance, staff, occupiers and visitor parking
Hospitals and secure residential institutions	1 car space per 4 staff 1 car space per 3 daily visitors
Boarding schools and residential colleges	Individual assessment/justification
Training centres	1 car space per 2 staff
<b>C3 Dwellings</b>	
Dwellings	See 'Residential Standards'
Dwellings with up to six residents living together as a single household, including households where care is provided	1 car space per 1 or 2 bed self-contained unit or 0.5 car spaces per communal unit
<b>C4 Houses in Multiple Occupation</b>	
Shared houses occupied between 3 and 6 unrelated individuals as their main residence who share basic amenities	Individual assessment
<b>D1 Non-Residential Institution</b>	
Day nurseries and crèches	0.75 car spaces per staff member 0.2 car spaces per child
Doctors, dentists and veterinary practices	1 car space per consulting room Remaining spaces on individual assessment
Libraries, museums, art galleries, law courts, public halls, youth and community centres	1 car space per 30m <sup>2</sup>
Public halls licenced for entertainment, unlicensed youth and community centres	Individual assessment/justification
Places of worship	1 car space per 10 seats
Non-residential schools and colleges	Individual assessment/justification
<b>D2 Assembly and Leisure</b>	
Cinemas, bingo clubs, dance halls and clubs	1 car space per 5 licensed people
Conference centres	1 car space per 5 seats
Exhibition halls	1 car space per 6m <sup>2</sup>
Stadiums	1 car space per 15 seats
Health clubs	Individual assessment/justification
Tennis and badminton clubs	4 car spaces per court
Squash clubs	2 car spaces per court
Field sports clubs	1 car space per 2 playing participants
Golf clubs	3 car spaces per hole
Driving ranges	1 car space per driving bay
Equestrian centres	1 car space per stable
<b>Other Uses</b>	
Pick your own fruit farms	9 spaces per hectare of farmland
Vehicle repair and motor factors	1 car space per 20m <sup>2</sup>
Car sales	1 car space per 50m <sup>2</sup>
Exhaust and tyre centres	2-3 car spaces per repair bay
Theatres	1 car space per 5 licensed people
Other uses not mentioned above	Individual assessment/justification

**Minimum Cycle parking standards** (based on SCC guidance)

The provision of long stay cycle parking (for example for residents of new housing developments) should be in the form of secure, weatherproof facilities. For flats and similar communal residential developments, cycle parking must be integral to the building unless it would not be physically feasible and be in the form of 'Sheffield' racks and/or storage lockers/cupboards allocated to each unit. For houses, provision for secure cycle parking should be made within the curtilage of the dwelling.

For short stay cycle parking, provision should be secure, located as close to the development and trip destination as possible and be covered by natural surveillance (either by adjacent development or pedestrian routes). Weather protection is desirable.

Use Class	Minimum Standard
<b>A1 Retail</b>	
Food retail	1 cycle space per 125m <sup>2</sup> (town centre) 1 cycle space per 350m <sup>2</sup> (rest of borough)
Non-food retail	1 cycle space per 300m <sup>2</sup> (town centre) 1 cycle space per 1500m <sup>2</sup> (rest of borough)
Garden centre	1 cycle space per 300m <sup>2</sup> (min 2 spaces)
Other A1 retail	Individual assessment/justification
<b>A2 Financial &amp; Professional Services</b>	
Financial services, banks, building societies, estate agencies, employment agencies, betting shops	1 cycle space per 125m <sup>2</sup> (min 2 spaces)
<b>A3 Food and Drink</b>	
Restaurants, snack bars and cafes for the sale of food and drink for consumption on the premises	1 cycle space per 20 seats (min 2 spaces)
<b>A4 Drinking Establishments</b>	
Public houses, wine bars or other drinking establishments (but not night clubs)	1 cycle space per 100m <sup>2</sup> (min 2 spaces)
<b>A5 Hot Food Takeaways</b>	
For the sale of food for consumption off the premises	1 cycle space per 50m <sup>2</sup> (min 2 spaces)
<b>B1 Business</b>	
Offices	1 cycle space per 125m <sup>2</sup> (min 2 spaces)
Research and development, light industry appropriate in a residential area	1 cycle space per 250m <sup>2</sup> (min 2 spaces)
<b>B2 General Industrial</b>	
Industrial processes (other than those falling within B1)	1 cycle space per 500m <sup>2</sup> (min 2 spaces)
<b>B8 Storage or distribution</b>	
Storage or distribution	1 cycle space per 500m <sup>2</sup> (minimum 2 spaces)
<b>C1 Hotels</b>	
Hotels, boarding houses and guest houses where no significant care is provided (excluding hostels)	Individual assessment
<b>C2 Residential Institutions</b>	
Residential care homes and nursing homes	Individual assessment
Hospitals and secure residential institutions	Individual assessment
Boarding schools and residential colleges	1 cycle space per 2 students

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	1 cycle space per 2 staff
Training centres	Individual assessment
<b>C3 Dwellings (all types)</b>	
Up to 2 bedrooms	1 cycle space
3 or more bedrooms	2 cycle spaces
<b>C4 Houses in Multiple Occupation</b>	
Shared houses occupied between 3 and 6 unrelated individuals as their main residence who share basic amenities	2 cycle spaces
<b>D1 Non-Residential Institution</b>	
Day nurseries and crèches	1 cycle space per 5 staff (min 2 spaces)
Doctors, dentists and veterinary practices	1 cycle space per 2 consulting rooms (min 2 spaces)
Libraries, museums, art galleries, law courts, public halls, youth and community centres	Individual assessment
Places of worship	Individual assessment
Non-residential schools and colleges	Individual assessment
<b>D2 Assembly and Leisure</b>	
All assembly and leisure uses	Individual assessment
<b>Other Uses</b>	
Theatres	Individual assessment
Other uses not mentioned above	Individual assessment

## Annex 5: RASC descriptions and densities

RASC	Area (ha)	Average dwelling density	Average plot density	Summary of characteristics
<b>Chipstead:</b> Walpole Avenue,	30.82	2.11	1.52	<p>Dwellings set within large curtilages with mature gardens, trees, hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/ stone walls correspondence</p> <p>Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping</p> <p>Character is relatively unchanged without RASC designation and has similar characteristics to existing RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension.</p> <p>Low footprint density character provides a gradual transition between the built up environment and the surrounding countryside.</p> <p>Individual detached dwellings dating mainly from the early 20th Century with identifiable characters which relate to the local distinctiveness of the local area</p> <p>Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages and mature verdant soft landscaping. Retains existing character and setting of the surrounding area including the existing RASC at Walpole Avenue.</p>
<b>Tadworth:</b> The Avenue,	9.95	6.13	4.52	<p>Plots and housing density figures don't include proposed boundary extension of The Avenue (to include Downs Way and adjoin section of The Avenue currently not in the RASC boundary).</p> <p>Homogenous area consisting of large plots and curtilages</p> <p>Dwellings sett within large spacious plots and curtilages with mature gardens and verdant soft, leafy landscaping including mature trees, shrubs and hedges around plots and their setting and along boundaries with some small wooden fencing and low brick/ stone walls</p> <p>Low footprint density developments consists of large detached plots which are generally set back from the road separated by large grass verges, hedges and established trees.</p> <p>Character is relatively unchanged without RASC designation and has similar characteristics to other parts of The Avenue already designated as a RASC, therefore should be included in proposed RASC boundary extension.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p> <p>Some infilling within existing RASC boundary along The Avenue. Consistent with surrounding dwellings with similar size curtilages, landscaping and mature vegetation and tree cover. Maintains existing character and setting along The Avenue already designated as a RASC</p>
<b>Horley:</b> Meath Green Lane	1.87	6.42	6.42	<p>Dwellings set within large curtilages with mature gardens, trees, hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/ stone walls</p> <p>Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area.</p>

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				Outside the RASC boundary, more suburban higher density dwellings.
<b>Kingswood:</b> The Warren & The Glade,	179.81	3.93	3.77	Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries. Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees. Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area. Some infilling and redevelopment within the RASC, largely consistent and in keeping with the character of the RASC
<b>Reigate:</b> Alma Road & Alders Road	16.15	6.69	4.89	Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries Large individual detached plots set back from the road with grass verges Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees. Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.
<b>Reigate:</b> High Trees Road,	14.49	4.07	4.07	Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries Large detached plots set back from the road with grass verges Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees. Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.
<b>Reigate:</b> Pilgrims Way & Beech Road,	27.36	4.57	3.94	Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries Large detached plots set back from the road with grass verges Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees. Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area. Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.
<b>Walton on the Hill:</b> Nursery Road & Hurst Green,	42.62	4.76	3.72	Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries. Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees. Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area. Some infilling and redevelopment is consistent with the surrounding area. Landscaping and established verdant soft landscaping still dominates the street scene and landscape character.
New Designations				
<b>Chipstead:</b>	4.43	4.51	4.51	Large detached plots set back from the road with grass verges

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Court Hill				<p>Dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and also along boundaries</p> <p>Individual detached dwellings dating mainly from the 1900, with an identifiable character which relates to the area's local distinctiveness. The surrounding area (Chipstead Way is dominated by 1930s style dwellings and is more suburban with higher density and smaller plots and curtilages</p> <p>RASC boundary excludes lower section of Outwood Lane fronting onto Outwood Lane with higher density buildings and smaller plots and curtilages.</p> <p>Infilling and re development on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary.</p> <p>Highfield has been excluded from the proposed RASC boundary, while it does have the spacious plots and some large curtilages and concrete landscape dominated by car parking frontages. The landscape lacks leafiness of Court Hill. The plots follow the layout of the cul-de-sac and become more compact around the turn point similar to the lower section of Court Hill which has been excluded from the proposed RASC boundary.</p>
<b>Chipstead:</b> Hollymead Road, Bouverie Road, Coulston Lane & How Lane	24.87	4.66	4.5	<p>Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area</p> <p>Single footprint dwellings set within large curtilages with mature gardens and verdant soft, leafy landscapes including mature trees, shrubs and hedges around each individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls</p> <p>Character is relatively unchanged without RASC designation and has similar characteristics to existing RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension.</p> <p>Low footprint density character provides a gradual transition between the built up environment and the surrounding countryside. Leafy landscape dominates the setting</p> <p>Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages, landscaping and established verdant soft landscaping. Retains existing character and setting of the surrounding area including the existing RASC at Walpole Avenue.</p>
<b>Kingswood:</b> Alcocks Lane & Waterhouse Lane	3.76	29.5	23.9	<p>Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls.</p> <p>Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area</p> <p>Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area. Some infilling and redevelopment is consistent with the surrounding area. Exclude small section around Long Orchard from proposed RASC boundary as these are flats for consistency with existing and proposed RASC sites. This small area doesn't meet the RASC criteria of have the characteristics common throughout a RASC.</p>
<b>Kingswood:</b> Copt Hill Lane & Furze Hill	5.02	5.18	5.18	<p>Dwellings set within large spacious detached plots and curtilages with mature gardens and leafy landscapes including mature trees, shrubs and hedges around individual plots and their settings and along boundaries with some small wooden fencing and low brick/ stone walls.</p>

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				<p>Individual detached dwellings dating mainly from the early 20th Century with an identifiable character which relates to the local distinctiveness of the area</p> <p>Low footprint density development consisting of large detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area. Some infilling and redevelopment is consistent with the surrounding area. Exclude small section around Long Orchard from proposed RASC boundary as these are flats for consistency with existing and proposed RASC sites. This small area doesn't meet the RASC criteria of have the characteristics common throughout a RASC.</p>
<p><b>Tadworth:</b> Tadorne Road</p>	7.44	7.12	6.72	<p>Infilling and re development on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary</p> <p>Dwellings set within large spacious detached plots and curtilages with mature and leafy landscapes including mature trees, shrubs and hedges around individual plots, their settings and along boundaries with some small wooden fencing and low brick/ stone walls.</p> <p>Low footprint density development consisting of large spacious detached plots which are generally set back from the road separated by large grass verges, verdant soft landscaping including hedges and established trees.</p> <p>Individual detached dwellings with an identifiable character which relates to the local distinctiveness of the area. Character of proposed RASC boundary has seen relatively little change without RASC designation and meets the RASC criteria.</p> <p>The lower section of Tadorne Road adjoining Shelveys Way is predominately 1930s style suburban housing with higher densities and smaller plots and curtilages, therefore it has been excluded from the proposed new RASC boundary.</p>