

Schedule of Additional (Minor) Modifications to the Submission Development Management Plan

The Council intends to make the following additional (minor) modification to the Submission DMP (January 2018) before it adopts the plan. DMP text not included in this table is either unchanged from the Submission DMP, or is subject to a main modification.

The additional modifications (sometimes referred to as minor modifications) to the Submission Development Management Plan (DMP) below are expressed in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by *specifying the modification* in words in *italics*.

The paragraph numbering below refers to the Submission DMP, and does not take account of the deletion or addition of text.

Policy / paragraph	Suggested DMP Modification
Cover page	Development Management Plan 2018-2027 Proposed Submission Published for Representations <u>January Adopted September 2019</u>
“Submission Version” page	<i>Page Deleted, as adopted plan is not inviting comments on the adopted plan.</i>
Foreword	<i>Insert a “Foreword” from Portfolio Holder for Planning Policy</i>
Contents page	<i>Contents list amended to remove objectives and to include policies and site allocation policies only</i> <i>Page numbers updated to reflect final document pagination</i> <i>Annex 7- Housing Trajectory</i>
	Introduction
From Introduction, throughout plan	<i>Remove paragraph numbers from “Introduction” and re-number paragraphs from that point to reflect the “Theme” and “Section” numbers</i>
	1.1 The Council is preparing its Development Management Plan <u>(DMP)</u> , which will include <u>sets out</u> policies to guide decision making on planning applications, and <u>will identify</u> sites for certain types of development.
	1.2 The <u>main purpose of the Development Management Plan</u> <u>DMP sets out</u> is to explain in more detail how the development principles and targets <u>set out in</u> <u>of</u> the Council’s adopted Core Strategy will be delivered. The Core Strategy <u>time plan</u> period is the 15 years.

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	<p><i>Insert new paragraph after 1.2</i></p> <p>The DMP, together with the adopted Core Strategy, represents the Local Plan for the borough of Reigate and Banstead.</p>
	<p>1.3 The <u>DMP</u> policies, <u>in the DMP will</u>, alongside <u>those in the Core Strategy</u>, supersede all <u>most of</u> the Borough Local Plan 2005 policies, <u>as set out in Annex 2</u>. <u>Borough Local Plan 2005 policies not replaced are withdrawn on adoption of the DMP</u>. More information on this is included in Annex 2 which sets out which DMP policies supersede which Borough Local Plan 2005 policies.</p>
	<p>paragraph 1.4, 1st bullet point</p> <ul style="list-style-type: none"> • The Core Strategy plans for <u>a total of</u> at least 6,900 new homes between 2012 and 2027... <p>4th bullet point</p> <ul style="list-style-type: none"> • The Core Strategy also identifies that some new homes will <u>likely</u> need to be provided on greenfield sites to meet future housing needs, <u>within the</u> “broad areas of search” identified
	<p>Figure 1: The Core Strategy Key Diagram</p>
	<p>1.5 the Development Management Plan explains how the Core Strategy will be delivered “on the ground”</p>
	<p>Pargraph 1.6, 4th bullet point</p> <ul style="list-style-type: none"> • <u>Identifies where land may stand for consideration for the current plan period in the Local Plan Review</u>
	<p>1.7 The draft DMP is divided into three themes, and within each theme, a number of sections. <u>Each section contains a number of objectives and sets out the policies and site allocations which will deliver these objectives</u>. The themes and sections are summarised in the table below.</p>
	<p>1.8 <u>Each section relates to a number of DMP objectives. Sections include a summary of relevant aspects of the Core Strategy. Each section then includes a series of policies and / or development sites.</u></p>
	<p>1.9 Where appropriate, the policies and development sites are accompanied by maps. <u>although it should be noted that However, the individual maps</u> within the document will not provide the whole site context, and the <u>Policies Map</u> should be consulted for the full context of a location. All site and designation boundaries are <u>also available to view on an online map at http://www.reigate-banstead.gov.uk/dmp.</u></p>
	<p><i>Insert new paragraph after 1.9</i></p> <p>The Policies Map sets out how the planning policies in the Core Strategy and DMP apply spatially across the borough. The Policies Map identifies areas of protection, shows the areas to which specific policies apply, and identifies sites allocated for development. It also shows the land which is safeguarded in the Minerals and Waste</p>

Policy / paragraph	Suggested DMP Modification
	<u>Development Framework prepared by Surrey County Council.</u>
	<i>Delete heading Summary of policies and development sites,</i> <i>Delete paragraph 1.10 The table below provides a summary of the policies and site allocations/opportunity sites:</i> <i>Delete table below</i>
	2.1 Summary of “Growing a prosperous economy objectives and policies” <u>Table 2: Theme 1 Objectives and Policies</u> RET4: Development of town centres uses outside town and local centres <u>Loss of shops outside of designated centres</u>
	From Section 1, throughout the plan
From Section 1, throughout the plan	<i>Section headings throughout plan:</i> <i>What does the Core Strategy says?</i> <i>What does the DMP does?</i>
From Section 1, throughout the plan	<i>DMP objectives boxes throughout the plan</i> DMP objectives and policies <i>The proposed DMP policies applicable to <u>deliver</u> these objectives are:</i>
From Section 1, throughout the plan	<i>[Delete listed DMP objectives in italics under each objective box throughout the plan]</i>
From Section 1, throughout the plan	<i>[Before each Policy in the plan, delete heading] Policy Context for .xx.</i> <i>[where present before each DMP Policy in the plan, delete the quoted Core Strategy policy text]</i>
	Policy EMP1 - Principal Employment Areas
Policy	The following areas are identified <u>designated</u> as Principal Employment Areas: <ul style="list-style-type: none"> • Holmethorpe Industrial Estate, <u>Redhill</u> • Wells Place Industrial Estate, <u>Redhill</u> • Perrywood Business Park, <u>Redhill</u> • Salfords Industrial Estate, <u>Salfords, Redhill</u>

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	<p>Within the Principal Employment Areas and subject to adherence with other policies: Planning permission will be granted for change of use to offices, industrial, and <u>storage and distribution</u>, and <u>storage and distribution</u> for the development of new, upgraded or extended floor space within these <u>uses classes</u>.</p>
Explanation	<p>2.2.6 The <u>DMP Employment Area Review 2017</u> evidence base paper recognises that Principal Employment Areas make a significant contribution to employment provision and economic growth, and concludes that there is a reasonable and viable prospect of ongoing employment use on <u>in</u> these areas which warrants long term protection.</p> <p>2.2.7 The identified <u>designated</u> Principal Employment Areas are locations of strategic importance due to their size, accessibility and commercial offer. This pPolicy <u>EMP1</u> 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.</p> <p>2.2.8 The Core Strategy identifies targets for employment, and highlights<u>ed</u> that some of this will <u>would</u> need to be provided through intensification of uses in e<u>Employment A</u>reas. The evidence base had identifies<u>ed</u> that there is some potential for intensification within Principal Employment Areas and this policy supports this <u>finding</u>.</p> <p>2.2.9 The policy therefore seeks to support the continued role of these <u>Principal Employment Areas</u>, acknowledging the contribution they make to the local economy.</p> <p>2.2.10 A degree of additional flexibility is included within the policy 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 <u>Policy EMP1(2)</u>, 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.</p>
Theme 1, Section 1	<p><i>Delete inset maps showing designated Principal and Local Employment Areas, Town Centre frontages, and Retail Warehousing Areas</i></p>

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	Policy EMP2 – Local Employment Areas
Policy	<p>The following areas are identified <u>designated</u> as local employment areas:</p> <ul style="list-style-type: none"> • Pitwood Park Industrial Estate, <u>Tadworth</u> • Kingsfield Business Centre, <u>Redhill</u> • Balcombe Road Industrial Area: (Bridge Industrial Estate and Gatwick Metro Centre), <u>Horley</u> <p>Within Local Employment Areas, and subject to adherence with other policies, planning permission will be granted for...</p>
Explanation	<p>2.2.11 The borough's Local Employment Areas are locations which provide local opportunities for business location and development. The <u>2017 Employment Area Review evidence base paper</u> identifies that a large proportion...are smaller businesses and <u>that</u> these areas provide a valuable stock of smaller, more affordable accommodation suited to <u>their</u> needs <u>of these businesses</u>. This p Policy EMP2 recognises <u>this</u>, and seeks..</p> <p>2.2.12 This p Policy EMP2 ...</p>
	Policy EMP3 – Employment development outside employment areas
Policy	<p>Outside designated Employment Areas and Town Centres, and subject to adherence with other policies:</p> <p>....</p> <p>1c) The type, scale and intensity of the proposed business activity is appropriate to the locality and the accessibility of <u>the site</u> ...</p> <p>2) Through the use of conditions, the Council may limit the type and level of activity, including hours or <u>of</u> work, of any such employment uses.</p>
	Policy EMP4 – Safeguarding Employment Land and Premises
Policy	<p>In relation to all employment d Development of existing employment land and premises must comply with the following criteria and subject to adherence with other policies:</p>
Explanation	<p>2.2.15 Employment premises in the borough are under increasing pressure from alternative uses. This p Policy EMP4 recognises</p>
	Policy EMP5 – Local skills and training opportunities
Explanation	<p>2.2.17 The Core Strategy supports the promotion of skills development opportunities for local people. The delivery of <u>New</u> development in the borough <u>can</u> provides <u>an</u> employment opportunitiesy for borough</p>

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	<p>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 housebuilders.</p> <p>2.217 This pPolicy <u>EMP5</u> seeks to secure this on a local apprenticeships basis but does not prescribe the mechanism through which the developer should secure these. The Council will explore whether further local supplementary guidance will be required would help to support this pPolicy.</p>
	Policy RET1 - Development within identified retail frontages and local centres
Policy	<p>Within <u>designated</u> town centre primary and secondary frontages, and in local centres (and subject to adherence with other policies):</p> <ol style="list-style-type: none"> 1) Development proposals must: <ol style="list-style-type: none"> 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 <u>centre shopping area</u> in which it is located
Explanation	<p>2.3.6 Although Whilst the <u>borough Retail Needs Assessment 2016</u> identifies the different roles and attributes of the town and local centres in the borough, this pPolicy <u>RET1</u> identifies some common themes which will assist in securing the continued vitality and viability of all the borough's town and local centres.</p> <p>2.3.7 This p Policy <u>RET1</u> applies to all development within identified <u>designated</u> town centre <u>retail shopping</u> frontages and within local centres, and seeks</p>
	Policy RET2 – Town centre frontages
Policy	<p>In the borough's town centres, and subject to adherence with other policies:</p> <ol style="list-style-type: none"> 1) Within primary <u>shopping</u> frontages: <ol style="list-style-type: none"> a) Proposals for non-A1 use will be supported provided A1 uses within the identified <u>designated primary</u> shopping frontage would remain: b) Where a proposal would result in the proportion of A1 uses <u>within the primary shopping</u> frontage falling below the relevant threshold specified above, permission will only be granted where: <ol style="list-style-type: none"> i [unchanged] ii In all other cases, where the unit is vacant and it can be demonstrated: 2) Within secondary <u>shopping</u> frontages:

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	<ul style="list-style-type: none"> a) Proposals for non-A1 use will be supported provided A1 uses within the <u>secondary</u> shopping frontage would remain : <ul style="list-style-type: none"> i. above 55% in Reigate ii. above 40% in Redhill b) Where a proposal would result in the proportion of A1 <u>secondary shopping</u> frontage falling below the relevant threshold <u>specified above</u>, 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 D1 - D2 uses <u>that retain an active frontage</u> will be considered more favourably than other uses.
Explanation	<p>2.3.8 A The Retail Needs Assessment 2016 has been undertaken has to informed this policy Policy RET2; this report recognises that the four main Town Centres ...</p> <p>2.3.9 ...overall vitality of a <u>the</u> town centre.</p> <p>2.3.10 The t Table 3 4 below updates the retail part of <u>Core Strategy</u> Policy CS8 in the Core Strategy. This has been informed by an <u>the</u> updated Retail Needs Assessment which was undertaken in 2016, which provides<u>d</u> updated retail need figures.</p>
	Policy RET3 – Local Centres
Policy	<p>The following areas are <u>designated as Local Centres</u>: to be identified as new Local Centres, or if already existing in the Local Plan 2005 boundary to be retained (including some amendments):</p> <p>.....[unchanged]</p> <p>Lesbourne Road</p> <p>.....[unchanged]</p> <p>Nutfield Road</p> <p>Portland Drive</p> <p>.....[unchanged]</p> <p>Chipstead, Station Approach, <u>Chipstead</u></p> <p>Within designated Local Centres, development proposals must adhere meet with other policies and the following</p>

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	<p>criteria:</p> <p>P proposals resulting in the loss of A1-A4 and D1/2 uses will only be <u>supported permitted</u> where:</p> <ol style="list-style-type: none"> 1) The unit is vacant and It can be demonstrated that reasonable attempts have been made for a minimum 6 month period...
Explanation	2.3.11 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 p Policy RET3 recognises that retail, restaurant/cafes and community uses are particularly important to protect. <u>Policy INF2</u> provides further information on what constitutes a community use.
	Policy RET4 – <u>Loss of Development in smaller centres and isolated shops outside of designated centres</u>
Policy	<p>Across the borough, within smaller centres that are not designated as local centres and for isolated shops Outside of designated town and local centres, proposals resulting in the loss of retail uses will be permitted (subject to adherence with other policies) where:</p> <ol style="list-style-type: none"> 1. The proposal ed use would contribute to the vitality and vibrancy of the area or the availability of important services in the locality; or 2. The use proposed is a community facility which would materially benefit local residents; or 3. The unit is vacant and it can be demonstrated that Reasonable attempts have been made for a minimum 6 month period without success to let or sell the premises for a retail or community use (see marketing requirements in Annex 3)
Explanation	2.3.12 Small centres and isolated shops can provide a useful service for local residents. This p Policy RET4 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. INF2 provides further information on what constitutes a community use.
	Policy RET5 - Development of town centre uses outside town and local centres
Policy	<ol style="list-style-type: none"> 1) Retail and other main town centre uses (other than small scale rural development) should be directed to the most sequentially preferable and sustainable locations in line with national planning policy the NPPF ‘town centre first’ principle. Proposals for retail and other town centre uses should first be direct to town and or local <u>centres</u>, failing that then to edge-of-centre sites and then out-of-centre sites. 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:

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	<p>a) Having applied the sequential test there are no <u>suitable</u> sequentially preferable sites available to accommodate the proposed development on more central sites. The need for a sequential approach does not apply to applications for small scale rural offices or other small scale rural development</p> <p>3) An impact assessment will be required to support applications on the <u>for</u> edge-of-centre or ...</p> <p>a. <i>[unchanged]</i></p> <p>b. Convenience retail <u>development</u> exceeding 250sqm</p>
Explanation	<p>2.3.13 National Planning Policy sets a 'default' threshold requiring impact assessments for development proposals for development proposals for retail, leisure and office developments <u>proposals</u> of over 2,500sqm outside town centres (where these <u>that</u> are not in accordance with the Local Plan). It also allows for locally set thresholds.</p> <p>2.3.14 The Council has set thresholds for impact assessment of retail, leisure and office proposals outside town centre as such developments may have the potential to negatively impact on the vitality and viability of town centres. These thresholds have been informed by the <i>Retail Needs Impact Threshold Assessment evidence paper 2017</i> which takes account of specific circumstances within the Borough.</p>
	Policy RET6 – Retail warehousing
Policy	<p>This policy applies to any other sites specifically allocated for retail warehousing; and the following <u>Within the designated retail warehouse areas listed below and shown on the policies map :</u></p> <ul style="list-style-type: none"> • <u>Rushworth Road, Reigate</u> (Rushworth Road) • <u>Brighton Road, Redhill</u> (Brighton Road) <p>1) Development proposals for retail warehousing will be permitted (subject to compliance with other policies) where the proposal falls within a <u>within the above</u> designated Retail Warehouse areas or any other sites specifically allocated for retail warehousing</p> <p>2) Proposals for retail warehousing will be required to provide a retail impact assessment, in line with Policy RET5.</p> <p>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).</p>

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Explanation	<p>2.3.15 <u>Retail warehousing uses usually occupy a single floor, cater for car-borne customers, and sell bulky durable and household goods (such as carpets, DIY, furniture, domestic appliances).</u> It is recognised that some retail warehousing <u>is generally</u> uses are not appropriate for town centres and this p-Policy RET6 therefore seeks to direct these retail warehousing uses to designated Retail Warehouse area and sites allocated for retail warehousing.</p> <p>2.3.16 <u>Policy RET6 identifies these areas of the borough that are established and recognised as destinations for retail warehouses, and makes provision for their continued use as such.</u> Retail warehousing areas are those on the edge of centre or out of centre which cater for uses 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).</p> <p>2.3.16 Controlling the types of uses in the designated Retail Warehouse areas and allocated retail warehouse sites is important to ensure that they do not detract from or have a negative impact on the vitality and viability of existing town and local centres and planned development within the town and local centres. Any p-<u>Proposed</u> development for retail warehousing will therefore be required to submit a retail impact assessment in line with Policy RET5.</p>
Policy	<p>Policy DES1 – Design of new development</p> <p>All types of <u>new</u> development will be expected to be of a high quality design that makes a positive contribution to the character and appearance of its surroundings. Planning permission will be granted for new development where it meets the following criteria (subject to adherence with other policies):</p> <p>....</p> <p>5) Provides an appropriate environment for future occupants whilst not adversely impacting <u>upon</u> the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness,-overshadowing, overlooking and loss of privacy.</p> <p>6) Creates a safe environment, incorporating measures to reduce opportunities for crime and maximising opportunities for natural surveillance of public places. Developments should incorporate measures and principles consistent with those recommended by Secured by Design where appropriate.</p> <p>7)[unchanged]</p> <p>8) i. Incorporating existing landscaping into the scheme where feasible (see also NHE3)</p>

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Explanation	<p>3.2.7 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 <u>situated</u> <u>located</u>, taking into account local topography and accessibility to local services. Innovation and originality in design will be supported where appropriate visual reference is made to the locality and where local amenity is respected.</p> <p>3.2.8 Policy DES1 will be supported by supplementary planning guidance which will provide <u>a greater level of</u> detailed design guidance <u>on design related matters</u>. There is <u>e</u><u>xisting</u> <u>Council</u> guidance from the Council which should be taken into account includes<u>ing</u>: <i>Making Space for Waste Management in New Developments</i>, <i>Local Distinctiveness Design Guide SPG 2004</i>, and <i>Householder Extensions and Alterations SPG 2004</i>.</p> <p>3.2.9 Applications for development within the identified aerodrome safeguarding zone must consider aerodrome safeguarding requirements. These requirements cover a number of aspects including; tall structures <u>building/ structure heights/ crane heights</u>, wind turbines <u>and solar installations</u>, blue and green infrastructure <u>and lighting</u>, <u>taking account of the Town and Country Planning (Safeguarding Aerodrome, Technical Sites, and Military Explosives Storage Areas) Direction 2002</u>. More information is available on the Gatwick Airport website. More information is available on the Gatwick Airport website.</p>
	Policy DES2 – Residential garden land development
Policy	Where <u>d</u> <u>Development is proposed on</u> <u>of</u> residential garden land, including infilling schemes and development on back garden land, it will be required to comply with the following criteria <u>(as well as adhering to other policies)</u> :
Explanation	3.2.10 Residential gardens can contribute significantly to the local character of an area, green infrastructure, <u>and</u> wildlife and biodiversity, as well as <u>to</u> the local amenity of residents....
	Policy DES3 – Residential Areas of Special Character
Policy	<p>The following <u>A</u>reas, <u>as shown on the Policies Map</u>, are designated <u>identified as</u> Residential Areas of Special <u>Character</u> (RASCs) <u>or if existing in the Local Plan 2005 to be amended or retained (see also Annex 5)</u>, include:</p> <p>.....[unchanged]</p> <ul style="list-style-type: none"> • Walton-on-the-Hill: Nursery Road, & Hurst Green <u>Drive</u> <p>Within RASCs <u>and subject to adherence with other policies</u>, planning permission will be granted for residential development, including conversion, provided that:</p>

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Explanation	<p>3.2.16 The specific characteristics of RASCs</p> <p>3.2.17 The RASC designation has been in place in the borough since 1989. The <u>Council's Residential Areas of Special Character Review 2017</u> considered the <u>existing RASC designated designations set out in the Council's adopted by in the 2005 Borough Local Plan (BLP) and Proposals Map (2005)</u> to ensure that they continue to be fit for purpose. In addition it and also assessed potential new RASCs. proposed for designation by officers, elected members and community groups. The report concluded that all RASCs in the 2005 Borough Local Plan should continue to be designated as such (with three boundary extensions), and six new RASCs designated. A summary of this is available in Annex 5 and the full RASC areas are shown on the policies map.</p> <p>3.2.18 The report concludes that all existing RASCs in the 2005 Borough local Plan should be carried forward into the new Development Management Plan (DMP). An additional 6 new RASCs and 3 boundary extensions to existing RASCs are also proposed.</p>
Policy	<p>Policy DES4 – Housing mix</p> <ol style="list-style-type: none"> 1) All new residential developments must <u>should</u> provide homes of an appropriate type, size and tenure to meet the needs of the local community. The proposed housing mix must: <ol style="list-style-type: none"> a) <u>Meet the requirements set out in (2) below;</u> b) Respond appropriately to <u>any other relevant local evidence of local need and demand for different sizes and types of housing, including the Council's most recent Strategic Housing Market Assessment (or similar); and</u> c) Address any site specific requirements contained in this or other relevant local plan documents, including the requirements of the Affordable Housing SPD. 2) Provision of market housing must <u>should</u> meet the following requirements unless it can be demonstrated that it is not financially viable or technically feasible to do so, <u>that there would be no need or market demand for a particular size of home (as may be the case for certain types of specialist accommodation), or that doing so would have an adverse impact on the character of the surrounding area. or it can be clearly demonstrated there is no market demand:...</u> <ul style="list-style-type: none"> Borough-wide (except for town and local centres) <ol style="list-style-type: none"> i. On sites of up to 20 <u>homes units</u>, at least 20% of market housing <u>units</u> must <u>should</u> be provided as

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	<p>smaller (one and two bedroom) <u>homes dwellings</u>.</p> <p>ii. On sites of 20 <u>homes units</u> or more, at least 30% of market housing <u>homes units</u> must be provided as smaller (one and two bedroom) <u>homes dwellings</u> and at least 30% of market housing <u>homes units</u> must be larger (three+ bedroom) <u>homes dwellings</u>.</p> <p>Within town and local centres</p> <p>iii. On all schemes, at least half of all homes provided <u>should must be one</u>1 and <u>two</u>2-bedroom <u>homes units</u>.</p> <p>iv. On schemes of 20 or more dwellings at least 10% of dwellings must be three+ bedroom <u>homes units</u>.</p>
Explanation	<p>Paragraph 2.1.17 last sentence</p> <p>The application of Policy DES4 will be supplemented by guidance and mix requirements for affordable housing which is set out in the Council's <i>Affordable Housing Supplementary Planning Document (SPD)</i> (2014) (or any equivalent SPD should this be revised updated during the plan period).</p>
	Policy DES5 – Delivering high quality homes
Policy	<p>.....[unchanged]</p> <p>3) Be designed to minimise the disturbance to occupants from other land uses nearby and/ or other sources of noise and pollution (see also DES944).</p> <p>.....[unchanged]</p> <p>6) Make adequate provision for outdoor amenity space, including balconies and roof terraces, where appropriate, and/or communal outdoor space.</p>
	Policy DES6 – Affordable Housing
Explanation	<p>3.2.21 "Affordable Housing" is defined in accordance with the national planning definition, and along with definitions of "affordability" and "bed-spaces", is provided in the Glossary at Annex 1. Any changes to the national planning definition of affordable housing that the government makes before completion of the examination of this plan will be reflected in the glossary. These changes include the governments proposed changes to introduce new affordable home ownership products (including starter homes and discount market sales), and affordable private rent housing (also known as discount market rent housing).</p> <p>.....(3.2.8 - Main Modifications)</p> <p>3.2.32 The pPolicy DES6 applies to all types of housing development</p>

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	<p>3.2.33 This policy (Policy DES6) has been informed by new evidence prepared to support the DMP, and supersedes <u>Core Strategy Policy CS15 in the Core Strategy</u> in its entirety.</p> <p>3.2.34 This pPolicy <u>DES6</u> requires different affordable housing provision depending on the gross number of homes provided on a site. An exception to this is single replacement dwellings, it is not considered reasonable or viable to require contributions from a development of this size or nature.</p> <p>3.2.37 (<i>Main Modifications</i>).... calculations will be set out in a revision to the Affordable Housing Supplementary Planning Document 2014 (or the revised SPD when adopted).</p>
	Policy DES7 – Specialist Housing
Policy	<p>DES7(2) d)</p> <ul style="list-style-type: none"> a) To meet the need for affordable accommodation within the borough: <ul style="list-style-type: none"> i. Where accommodation falls into C3 use class, the Council will expect <u>negotiate to secure the provision of affordable housing in accordance with Policy DES6 to be provided</u>. ii. Where accommodation falls into C2 use <u>class</u>, the Council will encourage applicants to incorporate provision of, or contribution towards, affordable rooms or care packages that meet strategic requirements for elderly care. <p>DES7 2) e)</p> <p>Accessible and adaptable housing</p> <p><u>3)e} All n</u>New housing developments will be expected to provide accessible housing in line with the requirements below... [Change i and ii to a) and b)]</p>
Explanation	<p>3.2.43 Caravans: The Council have a duty to consider the needs of those residing <u>in</u> or resorting to <u>its borough their district, including</u> with respect to sites for caravans and the mooring of houseboats. The borough does not have waterways which <u>w</u>ould accommodate houseboats so these are not covered by this policy <u>so these are not covered by this policy</u>.</p> <p>3.2.44 The <u>housing</u> needs of Travellers have been assessed and are covered under Core Strategy Policy CS16 and DMP Policy GTT1. This pPolicy <u>relates to e</u>covers any caravan needs which do not fall</p>

Policy / paragraph	Suggested DMP Modification
	<p>under these two policies.</p> <p>3.2.45 Older people and those with support needs: National <u>planning</u> guidance</p> <p>3.2.46 From a borough perspective the <u>DMP Housing for Older People Study</u> evidence paper 2016 forecasts potential growth of those over 65 as being between 35% and 50% <u>over the period to 2027</u>, and identifies a significant percentage increase in the proportion of the population over 85 <u>over this same period</u>.</p> <p>3.2.47 In planning <u>for suitable housing for an increasing elderly population</u>, for the elderly, it is important to recognise the breadth of requirements within this broad group; <u>some will needs range from remaining in their homes while others will need around the clock full – time nursing care</u>, with a variety of specialist accommodation <u>needs</u> in between. The main forms of accommodation for older people <u>are can be summarised as follows :</u></p> <ul style="list-style-type: none"> • Age restricted/age exclusive housing: <u>This</u> does not include any support/care for residents, but is likely to be of a type, or include adaptations, which make is <u>it</u> more suited to older residents. • Sheltered housing: <u>This includes</u> individual homes with low level support provided by a scheme manager (on site or floating). <u>It often</u> includes a range of communal areas/facilities for residents such as lounges and shared laundry. <u>It is more</u> commonly referred to as 'retirement housing'. • Enhanced sheltered housing: <u>This is similar to sheltered housing above</u> but with the provision of more in-house facilities, services and <u>a</u> range of support for residents. • Extra care Assisted Living: <u>This comprises</u> a complex of individual <u>self-contained</u> homes which also provides a full range of on-site care options <u>to that</u> can respond flexibly to increasing individual needs. Schemes often include a range of 'lifestyle' facilities for social and recreational activities. • Care homes: <u>a</u>These provide a residential setting where <u>a number of</u> residents live <u>usually have their own bedrooms in individual rooms</u>. <u>Care H</u>omes provide a range of on-site care services, ranging from those which only offer personal care to <u>those providing</u> nursing care, and may be registered for specific needs (such as dementia).

Policy / paragraph	Suggested DMP Modification
	<p><i>New paragraph inserted as a Main Modification</i></p> <p>3.2.48 Key points summarised from local evidence and consultations are:</p> <ul style="list-style-type: none"> • ... • There is a lack of suitable mainstream housing to allow people the option to downsize, <u>whilst remaining</u> in their local area, and which caters for the active older person... • There is a significant oversupply of <u>care home</u> bedrooms within care homes, some additional need for sheltered housing, and a prominent undersupply of extra care <u>accommodation</u>. <p>(New Heading) Accessible and adaptable housing:</p> <p>3.2.49 There is also a need to consider The needs of people with other specialist care requirements who are not necessarily elderly <u>must also be considered</u>. Support needs include, for example, those with learning difficulties, physical <u>disabilities</u> and / or mental disabilities. These persons can be affected by housing circumstances and the level of care and support available. Examples of housing options for those with specialist care requirements include:</p> <ul style="list-style-type: none"> • ... • Supported housing in the community: Some will only require a small amount of support. A range of stakeholders run units <u>provide accomodation</u>to meet particular needs, such as <u>for adults with learning disabilities</u>. <p>3.2.50 This p<u>Policy DES7</u> seeks to delivery a range of ...</p> <p>3.2. 51 These dwellings <u>homes</u> should be located so <u>where</u> there is easy access ...</p> <p>3.2.54 With regard to <u>In considering</u> proposals for older people accommodationpeople aged 75+ to exceeding the <u>s</u>Surrey county average as set out in the Accommodation with Care and Support ...</p>
	Policy DES8 – Construction management
Policy	<p>The Council will expect all developments to be managed in a safe and considerate manner, <u>in addition to the following requirements</u>.</p> <ol style="list-style-type: none"> 1) Through the use of conditions, the Council may require that Construction Management Statements <u>to</u> will be

Policy / paragraph	Suggested DMP Modification
	<p>agreed and implemented on a case by case basis. <u>These may, to be required for :informed by the following:</u></p> <ul style="list-style-type: none"> a) For m<u>Minor</u> and major developments creating new residential units and/or commercial space. b) For e<u>Other</u> 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. <p>2) The Construction Management Statements<u>must</u> address how any development impacts will be managed. The statement should be appropriate to the scale and context of the development, but should include:</p> <ul style="list-style-type: none"> a) Prediction of potential impacts with regard to water, waste, noise and vibration, dust, emissions and odours, ground contamination and soil pollution, wildlife and features and heritage/archaeology. Where potential impacts are identified, <u>identification of mitigation measures to</u>should be identified incorporated to address these impacts.....
	<p>Policy DES9 – Pollution and contaminated land</p> <p>The policy applies borough-wide, <u>although particular attention should be paid within the following designated areas :however the following spatial considerations are relevant:</u></p> <ul style="list-style-type: none"> • Air Quality Management Area • Noise contours associated with Gatwick Airport <p>1) For all types of development, across the borough, in addition to other relevant policies:</p> <ul style="list-style-type: none"> a) Development will only be permitted (and subject to adherence with other policies) where it can be demonstrated that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural and<u>or</u> built environment <p>2) <i>[...unchanged]</i></p> <p>3) In areas near Gatwick Airport, residential development will be permitted where (subject to compliance with other policies) it can be demonstrated that the noise levels will not have significant adverse effect on the proposed development...</p> <ul style="list-style-type: none"> a) <i>[..unchanged]</i> b) Demonstrate that –through satisfactory design, mitigation <u>and</u>/or attenuation measures, –future occupants would not be subject to a significant adverse or unacceptable level of noise disturbance both within buildings and externally. c)

Policy / paragraph	Suggested DMP Modification
Explanation	<p>3.2.62 Gatwick Airport is located adjacent to the boundary of Reigate and Banstead, in the borough of Crawley. As such, there is potential for the airport to impact <u>upon</u> residents in this borough. The use of 57 dB LAeq (07:00 to 23:00) or 48 dB LAeq (23:00 to 07:00) as thresholds in clause (3) of this pPolicy <u>DES10</u> is based on Airport Noise Contour Maps produced by the Civil Aviation Authority (CAA) and on the recognition in the Aviation Policy Framework (2013) that 57 dB of daytime aircraft noise marks the approximate onset of significant community annoyance.</p>
	Policy DES10 – Advertising and shop front design
Explanation	<p>3.2.65 Flashing neon signs or displays with moving parts will not normally be permitted by the Council as these can distract pedestrians and motorists causing public safety concerns. The p Policy <u>DES10</u> is supported by supplementary planning guidance which provides further detail about <u>regarding</u> shop front design.</p>
Introductory text to theme 2, Section 2.	<p>Core Strategy Policies</p> <ul style="list-style-type: none"> • <u>Policy CS2: Valued landscapes and the natural environment</u> • <u>Policy CS10: Sustainable Development</u> • <u>Policy CS12: Infrastructure Delivery</u>
	Policy OSR1 – Urban open space
Policy	<p>For all areas designated as Urban Open Space:</p> <ol style="list-style-type: none"> 1) Proposals which directly complement and enhance the value and use of the Urban Open Space for recreation, biodiversity <u>and</u>/or nature conservation will be looked upon favourably 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 designated Urban Open Space will only be permitted in exceptional circumstances, where 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: <ol style="list-style-type: none"> a) There is clear evidence to demonstrate that the site is surplus to requirements and <u>such land</u> does not make a significant contribution to the recreational, community, ecological, or amenity value of the area; or b) Provision is made for appropriate and suitably located replacement open space of the same <u>nature type</u>, and <u>an of at least</u> equivalent <u>of higher quality and /or greater quantity</u> Replacement open spaces should be located as close to the lost open space as possible; or <i>Amend number 3) to final criteria</i>
Explanation	3.3.9 The policy recognises, however, thatThis pPolicy <u>OSR1</u> allows for ...

Policy / paragraph	Suggested DMP Modification
	Policy OSR2 – Open space in new developments
Policy	6) The design of new open spaces should seek opportunities to anticipate future climate change impacts (see CCF1 and CCF2).
Explanation	<p>3.3.10 ... Fields in Trust and <u>the Open Space, Sports and Recreation Assessment 2017 local evidence</u>, taking into account the need for any open space provided to be of a useable size.</p> <p>3.3.11 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 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 to reflect the important role of new open space in managing the impacts of new development</p> <p>3.3.13 There is growing recognition of the role that open space can play in managing and mitigating the impacts of climate change, and allowing for adaption to changing climates. As such, opportunities to build resilience into new open spaces should be explored, for example through water storage, carbon absorption and shading.</p>
	Policy OSR3 – Outdoor sport and recreation
Explanation	3.3.14 Access to opportunities for <u>outdoor</u> 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. This policy will ensure <u>outdoor</u> sports and recreation provision is appropriately located and sensitively designed. is therefore proposed . Design guidance for sports facilities is available from Sports England.
	Policy TAP1 – Access, parking and servicing
Policy	<p>1) All types of development, across the borough, will be required to:</p> <p>a) Provide safe and convenient access for all road users, <u>taking account of cumulative impacts</u>, in a way which would not:</p> <p style="padding-left: 2em;"><i>i – iii. [..unchanged]</i></p>

Policy / paragraph	Suggested DMP Modification
	<p>iv All of the above should include consideration of cumulative impacts of development in the locality.</p> <p>b) Incorporate a highway design and layout that:</p> <ul style="list-style-type: none"> i. complies with currently adopted highway standards and guidance (including roads which will not be adopted by the Highways Authority, unless evidence can be provided to clearly demonstrate a scheme would be safe, <u>and accessible and in accordance with other policies</u>). <p>(c) <i>Main Modification</i>)</p> <p>d) Demonstrate that if the development would result in the loss of existing car parking spaces, demonstrate that there is no need for these car parking spaces.</p> <p>(2 - Main Modification)</p> <p>3) For all developments which are likely to generate significant amounts of movement, a Transport Assessment or a Transport Statement will be required.</p>
Explanation	<p>3.4.6 As the borough population grows, both within the borough and in surrounding areas, increasing demand for travel from those who live <u>and</u>, work <u>in the borough</u>, and <u>from those who</u> visit, is inevitable. New development has a role to play in ensuring that this increased demand <u>for travel</u> does not adversely affect the efficiency and safety of the local transport network.</p> <p><i>(Split to create a new paragraph)</i></p> <p>Proposals for new development should therefore include consideration of the impact of such <u>the</u> development on <u>travel the transport network</u> at a site wide level, as well as consideration of the cumulative impacts on the wider area. Where possible, new development should link with the existing wider sustainable transport network, (for example bus routes and existing cycle paths) in order to provide a range of options for sustainable travel, and to encourage more sustainable travel.</p> <p>3.4.7 This policy recognises that new developments need to <u>both</u> manage travel demand and <u>to</u> make travel by sustainable modes more attractive and accessible – such an approach can be informed by <u>guidance such as</u> Sport England's Active Design Guidance <u>2015</u>. However, the policy also recognises that car travel will continue and therefore appropriate parking provision is necessary to ensure that parking does not detract from character, <u>make roads unsafe for other road users</u>, nor put pressure on local roads.</p>

Policy / paragraph	Suggested DMP Modification
	Policy TAP2 – Airport car parking
Explanation	3.4.8to help encourage the use of alternatives. <u>The Council will continue to work with relevant adjoining authorities and the airport operator on these matters.</u>
	Policy CCF1 – Climate change mitigation
Policy	<p>1) New residential developments must:</p> <p>a) Meet the <u>tighter</u> national water efficiency standard of 110 litres/person/day</p> <p>2) <i>(Main Modification)</i></p> <p>5) The use of sustainable construction materials will be encouraged <u>(See also Core Strategy CS10)</u></p>
Explanation	<p>3.4.15 The borough has a <u>role to play in mitigating responsibility to climate change, including by contributing to national targets to reduce carbon emissions. But also by contributing to national targets on reducing carbon emissions, thus mitigating the effects of climate change to some degree. This policy requires residential and non-residential development to aim for high standards of energy efficiency and the inclusion of renewable energy technologies, while providing flexibility and choice to ensure new developments can remain viable.</u></p> <p>3.4.16 <u>The Core Strategy notes that future development should adapt to the impacts of climate change through the design and location of development, use of construction methods, and refers to mitigation, for example the generation of renewable energy, and stating that the Council should take every opportunity to 'design in' sustainability in developments. Sustainable construction methods and materials, such as the use of recycled or secondary aggregates, should be considered in line with are required by Core Strategy Policy CS10.</u></p> <p>3.4.17 <u>The Core Strategy also specifically calls for district heating possibilities to be explored for strategic developments and major developments. Where site allocations are considered to have some potential for district heating, this has been identified in the site allocation policy</u></p> <p><i>Insert new paragraph</i></p> <p><u>Policy CCF1 requires both residential and non-residential development to aim for high standards of energy efficiency and the inclusion of renewable energy technologies, while providing flexibility and choice to ensure new developments can remain viable.</u></p>

Policy / paragraph	Suggested DMP Modification
	<p>3.4.18 The requirement to meet the higher water efficiency standard is <u>in based on a recognition of the advice of both by</u> Thames Water and Sutton & East Surrey Water (<u>now SES Water</u>) that this standard should be adopted by local authorities in the <u>S</u>south <u>E</u>ast. This is based on Environment Agency findings that much of the <u>S</u>south <u>E</u>ast of England <u>should be considered is</u> an area of water stress.</p> <p>3.4.19 The requirement for improvements in energy efficiency are based on the Written Ministerial Statement of 25 March 2015, which stated that local authorities can require energy efficiency standards equivalent to Level 4 of the now withdrawn <i>Code for Sustainable Homes</i>, as this will be the level at which a future update to the Building Standards Regulations will be set. This level is consistent with that set in the Core Strategy when the <i>Code for Sustainable Homes</i> was still in force.</p> <p>3.4.20 Climate change adaptation and mitigation is a thread that runs throughout the DMP, building on <u>policies in the Core Strategy (Policies</u> CS10: Sustainable development; CS11: Sustainable construction; and CS17 Travel options and accessibility). DMP Policies relevant to climate change adaptation and mitigation include DES1: The design of new development; DES5: Delivering high quality homes; TAP1: Access, parking and servicing; NHE1: Landscape protection; NHE3: Protecting trees, woodland areas and natural habitats; and NHE4: Green <u>/ and</u> Blue Infrastructure.</p>
	Policy CCF2 – Flood Risk
Policy	<p>2) Sites within flood zones 2 and 3, sites within flood zone 1 which are greater than 1 hectare in area, <u>and</u> sites with critical drainage problems or where a proposed development will result in a vulnerable development being subject to other sources of flooding will be required to complete <u>carry out</u> a site-specific Flood Risk Assessment (appropriate to the scale of the development). <u>This Where a Flood Risk Assessment is required, it should:</u></p> <ul style="list-style-type: none"> a) take account of the impacts of climate change over the lifetime of the development, b) demonstrate that the development will be safe for its lifetime taking account of the vulnerability of the proposed use, and c) take account of the advice and recommendations set out in the <u>Council's Strategic Flood Risk Assessment</u>.
Explanation	<p>3.4.21 Flood risk –<u>including with respect to (whether fluvial, surface water, and groundwater, sewer, pluvial or from reservoir failure)</u> affects a number of areas within the borough, including key regeneration areas, <u>and in these areas is a key consideration for new developments.</u></p>

Policy / paragraph	Suggested DMP Modification
	<p>3.4.22 The Council has undertaken a <i>Strategic Flood Risk Assessment (2017)</i> to fully understand the flood risk in the area <u>borough</u> from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.</p> <p>3.4.23 For site specific Flood Risk Assessments, advice on the scope of the Flood Risk Assessment required should be sought from the Environment Agency, <u>and from Surrey County Council as the Lead Local Flood Authority for the area.</u></p> <p>3.4.24 [unchanged]</p> <p>3.4.25 Future flood alleviation schemes currently include the Environment Agency's 6 year capital investment programme including projects in the following locations:</p> <ul style="list-style-type: none"> • Redhill town centre • Reigate town centre • Burstow Stream catchment at East Horley • South Earlswood <p>3.4.26 Details of Flood Alleviation Schemes can be found in the <u>Council's 2017 Strategic Flood Risk Assessment</u>.</p> <p>3.4.27 Where <u>there is a need for a Sequential Test or Exceptions Test is needed and where appropriate an Exception Test</u>, these should accord with national guidance.</p> <p>3.4.29 Gatwick Sub Region Water Cycle Study <u>2011</u></p>
	Policy NHE1 – Landscape protection
Policy	<p><i>Main Modifications</i> <i>Plus one Minor Modification to</i></p> <p>3) This is reflected on the policies map with the <u>notation designation</u> of 'Gatwick Open Setting'.</p>
Explanation	3.5.8 The opportunity to designate such areas will be taken as appropriate once the AONB boundary review (to

Policy / paragraph	Suggested DMP Modification
	<p>being undertaken by Natural England) is complete should <u>these such designations</u> be needed to protect high quality areas that fall outside any revised AONB boundary. <u>This will be carried out, where appropriate,</u> in co-operation with adjoining local authorities.</p> <p>3.5.9 ... This p-<u>Policy NHE1</u> is supported by a Green Infrastructure Strategy and Action Plan <u>2017</u>.</p>
	<p>Policy NHE2 – Protecting and enhancing biodiversity and areas of geological importance</p>
Policy	<p>The following spatial designations are relevant:</p> <ul style="list-style-type: none"> • Natura 2000 sites (including the Mole Gap to Reigate Escarpment Special Area of Conservation <u>(SAC)</u>) • Sites of Special Scientific Interest <u>(SSSIs)</u> • Sites of Nature Conservation Importance <u>(SNIs)</u> • Potential Sites of Nature Conservation Importance <u>(PoSNIs)</u> • Regionally Important Geological Sites <u>(RIGSs)</u> • Local Nature Reserves <u>(LNRs)</u> • Biodiversity Opportunity Areas <u>(BOAs)</u> <p>1) Internationally designated sites, (Natura 2000 sites), including the Mole Gap to Reigate Escarpment <u>Special Area of Conservation (SAC)</u>, will be afforded the highest level of protection. Development proposals which are likely to have a significant effect on <u>Natura 2000</u> these sites (either individually or in combination with other development) must be accompanied by an Appropriate Assessment, and will only be permitted where <u>it is demonstrated that</u> :</p> <ol style="list-style-type: none"> a) <u>It can be demonstrated that they</u> <u>Proposed development</u> will not have an adverse effect on the integrity of the site, or b) <u>it can be demonstrated</u> <u>Where adverse effects are predicted:</u> <ol style="list-style-type: none"> i. that there are <u>imperative reasons of overriding public interest</u> <u>reasons</u> for permitting the development; <u>and</u> ii. there are no satisfactory alternative sites or solutions; and iii. any impacts will be suitably mitigated. c) <u>New paragraph inserted as a Main Modification</u>

Policy / paragraph	Suggested DMP Modification
	<p>Proposals for improved countryside access which would divert recreational pressure away from the Mole Gap to Reigate Escarpment SAC, particularly those parts which are subject to overuse, will be supported, subject to the wider protection of biodiversity interest features.</p> <p>2) Development that is likely to have an adverse effect on the special interest features of a Site of Special Scientific Interest SSSI will only be permitted where it is demonstrated that the benefits of the development in that location clearly outweigh the impacts on the special interest feature and on the national network of Sites of Special Scientific Interest SSSI, and any impacts will be suitably mitigated.</p> <p>3) Development that is likely to have an adverse effect upon any site designated as a Site of Nature Conservation Importance SNCI, Regionally Important Geological Site RIGS or Local Nature Reserve LNR will only be granted where:</p> <p>4) Development within or affecting potential Sites of Nature Conservation Importance PoSNCI will require an assessment of the site to to identify the ecological and nature conservation value of the site and the environmental impact of the proposed development, prepared by a specialist consultant or other competent body. If this assessment identifies that the site contains features that align with the Surrey SNCI selection criteria then the conditions of clause 3 above must be met. 5) Development opportunities where the primary objective is to conserve or enhance biodiversity will be considered favourably.</p> <p>5) Throughout the borough, and especially within BOAs Biodiversity Opportunity Areas, development proposals will be expected to:</p>
Explanation	<p>3.5.11 The borough contains a number of sites that are recognised as being of international, national or and local importance in providing habitats for a range of species, some endangered, and examples of interesting geology. This policy protects these most valued sites in line with national policy.</p> <p>3.5.12 The policy 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. Examples of how this can be achieved include use of green roofs, green walls, appropriate planting, bird and bat boxes or other methods where appropriate. This policy is supported by the Green Infrastructure Strategy and Action Plan <u>2017</u>.</p> <p>3.5.13 While Designated SNCIs have been surveyed and found to satisfy criteria based on national guidelines. s Some potential SNCIs have also been identified which require further investigation. However, On the basis of the information available, it is likely that some of these sites contain flora or fauna of County nature conservation importance.....</p>

Policy / paragraph	Suggested DMP Modification
	Policy NHE3 – Protecting trees, woodland areas and natural habitats
Policy	<p>This policy applies across the borough, <u>although however</u> the following features and spatial designations are <u>particularly relevant</u>:....</p> <ol style="list-style-type: none"> 1) Where relevant, new development proposals will be required to include an assessment of existing trees and landscape features <u>on site</u>, including their suitability for retention. This assessment should <u>also</u> include consideration of the impact on habitats beyond the site boundary. 2) Development resulting in the loss of, or the deterioration in the quality of, a protected tree or hedgerow (including trees covered by protection orders, protected hedgerows, trees in Conservation Areas, Ancient Woodlands, aged and veteran trees outside Ancient Woodland and trees classified as being of categories A or B in value), will be refused unless the need for, and benefits of, development in that location clearly outweigh the loss. <u>This will be assessed</u>, on a case by case basis commensurate <u>with</u> the value of the feature. 3) Unprotected but important trees, woodland or hedgerows with ecological, amenity or other value should be retained as an integral part of the design of development except where their long-term survival would be compromised by their age or physical condition or there are overriding benefits <u>of their removal</u>.
Explanation	<p>3.5.13 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, and <u>are important</u> for flood resilience. 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.</p> <p>3.5.14 Irreplaceable habitats, including Ancient Woodland, <u>will be</u> <u>are</u> protected from development that would harm their historical, amenity, landscape or ecological value. To achieve this, the p Policy <u>NHE3</u> 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.</p>
	NHE4 – Green <u>and</u> / blue infrastructure
Policy	3) <u>Within</u> the land, <u>as shown</u> <u>designated</u> on the Policies Map, is allocated as the <u>a</u> Riverside Green Chain, <u>–</u>

Policy / paragraph	Suggested DMP Modification
	Within this land all the following uses and facilities will be permitted (in accordance with other policies) to facilitate activities compatible with the area and the maintenance of a natural green and blue environment:
Explanation	<p>3.5.17 <u>The term “Green and blue infrastructure” comprises a multi-functional network of open spaces in both rural and urban areas, 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.</u> Planning positively for green and blue infrastructure can bring a range of social and, environmental and economic-benefits for the borough; from supporting healthy lifestyles and creating opportunities for sustainable travel, to enhancing local biodiversity and helping to combat climate change and flood risk.</p> <p>3.5.18 <u>Consideration should be given to how open spaces and green and blue infrastructure can be multi-purpose, for example flood storage can increase biodiversity opportunities.</u></p> <p>3.5.20 Development should seek opportunities to increase access to green/blue infrastructure and open spaces, for example by opening up public land to the public. <u>Consideration should also be given to how open spaces and green and blue infrastructure can be multi-purpose, for example flood storage can increase biodiversity opportunities.</u></p> <p>3.5.21 <u>This p Policy NHE4 reflects the importance of both protecting green and blue infrastructure and capturing opportunities arising from new development to widen extend and enhance the network. As part of this it is important to recognise that Green and blue infrastructure networks can extend across administrative boundaries, linking with networks in neighbouring boroughs and as such it is therefore important to work proactively with adjoining Local Authorities and relevant stakeholders.</u></p>
	Policy NHE5 – Development within the Green Belt
Policy	<p>Within land shown on the policies map designated as Metropolitan Green Belt The following spatial designation is relevant:</p> <p>1) <u>Extensions or alterations to buildings in the Green Belt:</u> Extensions or alterations to buildings in the Green Belt will be permitted where (subject to adherence with other policies):</p>

Policy / paragraph	Suggested DMP Modification
	<p>c) The design respects the original form and appearance of the existing building and the character of the area, <u>and</u></p> <p>2) Replacement buildings in the Green Belt: Replacement buildings in the Green Belt will be permitted where (subject to adherence with other policies):</p> <ul style="list-style-type: none"> a).... b)..... c).... d) The proposed building is not materially larger than that which it is replacing taking account of footprint, floor area, massing, and bulk of the replacement building and the height of the replacement building, and e).... <p><u>The following changes are made to the extent and boundaries of the Green Belt through this plan, and are shown on the Policies Map:</u></p> <p>3) Minor anomalies: The following minor changes to, and re-alignment of Green Belt boundaries <u>are made on the policies map to address previous anomalies</u> are made have been actioned on the policies map (see Green Belt review, Annex 2 for details)</p> <p>4) Washed over villages and other land inset within the Green Belt.</p> <p>The following amendments to previously washed over villages and other land inset within the Green Belt have been actioned (see Green Belt review for details)</p> <ul style="list-style-type: none"> a) Previously in the Green Belt but now excluded from the Green Belt: <ul style="list-style-type: none"> o The village at Netherne on the Hill o East Surrey Hospital b) Previously inset into the Green Belt but now included in the Green Belt <ul style="list-style-type: none"> o Babylon Lane <p>4) <u>The village at Netherne-on-the-Hill and East Surrey Hospital are removed from the Green Belt</u></p> <p>5) <u>Housing at Babylon Lane is included within the Green Belt</u></p> <p>6) <u>and 7) see Main Modifications</u></p>
Explanation	<p>3.5.24 National policy attaches great importance to protecting the Green Belt from inappropriate development <u>and</u>. National policy sets out <u>the circumstances when in</u> which development in the Green Belt is not inappropriate.; h 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 <u>1 July 9 December 1948</u> is used to define the “original building” for the purposes of the extension and alteration of buildings which</p>

Policy / paragraph	Suggested DMP Modification
	<p>pre-existed that dated and <u>are</u> is located in the Green Belt in accordance with national policy.</p> <p><i>Insert new paragraph after 3.5.24</i></p> <p><u>In accordance with Core Strategy Policy CS3, the Council has undertaken a review of the Green Belt. The borough Green Belt Review 2017 and the Sustainable Urban Extensions reports 2012-2017 have reviewed the boundaries of Green Belt within the borough, and made recommendations. As a result, several changes are made to the boundaries of the Green Belt including insetting of land from the Green Belt, inclusion within the Green Belt of small dispersed areas of housing, removal of sites suitable for traveller pitches and plots and Sustainable Urban Extensions.</u></p>
	Policy NHE6 – Reuse and adaptation of buildings in the Green Belt and in the Rural Surrounds of Horley
Policy	2) Where conversion to residential use is proposed, planning permission will only be granted where (subject to the adherence with other policies):
	Policy NHE7 – Rural Surrounds surroundings of Horley
Explanation	<p>3.5.25 The Rural Surrounds of Horley (RSH) designation in the 2005 Borough Local Plan included 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. Any development proposed within land designated as in the Rural Surrounds of Horley designation will need to comply adhere to with this policy NHE7 to ensure that the countryside is can be safeguarded from encroachment and can continues to provide an attractive the setting for the urban area.</p> <p>3.5.26 The land comprising the Rural Surrounds of Horley was 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 should be designated as Green Belt could be a matter for consideration considered at the next review of the Local Plan.</p> <p>3.5.27 The Core Strategy established that set out the need to review the Rural Surrounds of Horley designation would be reviewed through the DMP to assess whether it should (in whole or in part) be designated as Green Belt. This would exclude any land required to deliver the development needs in the Core Strategy. Subject to the release of land required to meet the needs identified in this Plan, the Council will continue to</p>

Policy / paragraph	Suggested DMP Modification
	<p>protect the countryside in accordance with paragraph 17 of the NPPF national policy, which recognises the intrinsic character and beauty of the countryside.</p> <p>3.5.28 The land comprising the Rural Surrounds of Horley has<ins>ve</ins> been assessed against the requirements in the National Planning Policy Framework (NPPF), including taking account of the purposes of the Green Belt. The Green Belt Review 2017 provides information detail on the process undertaken to assessment of the Rural Surrounds of Horley.</p>
	Policy NHE8: Horse keeping and equestrian development
Policy	<p>1c) Prioritises the conversion or re-use of existing buildings and structures in favour of <ins>over the construction of</ins> new buildings where possible.</p> <p>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, <ins>and</ins></p> <p>e) <i>[unchanged]</i></p> <p>2) Proposals for commercial equestrian facilities will be expected to meet the criteria above and, –where located in the Green Belt, –demonstrate very special circumstances in line with national and Core Strategy local policies.</p>
Explanation	<p>3.5.29 Horse riding is a popular leisure activity in the borough and Consequently, there is growing demand for grazing, stabling and riding facilities. These <ins>facilities</ins> 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.</p> <p><i>Split into a separate paragraph...</i></p> <p>A policy is therefore 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. This pPolicy NHE8 is supported by <ins>supplementary planning guidance</ins> which to 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.</p>

Policy / paragraph	Suggested DMP Modification
	Policy NHE9 – Heritage assets
Policy	<p>[Policy NHE9(1) – (3) inclusive of Submission DMP are replaced by new NHE9(1) – (5) – as Main Modifications]</p> <p>4) 6) Any All development proposals must be sympathetic to a heritage asset and/or its setting by ensuring the use of appropriate high quality materials, design and detailing (form, scale, layout and massing).</p> <p>5) 7) Development that would help secure the long term optimum-viable use and sustainable future for heritage assets, especially those identified as being at of greater risk of loss and decay, in a manner consistent with its conservation will be supported. Any associated development or enabling development should <u>have an</u> be acceptable in terms of its relationship to the heritage asset listed or locally listed building, and character of the surrounding area.</p> <p>6) 8) Proposals which retain, <u>or if possible, enhance</u> and improve the setting of heritage assets, including views, public rights of way, trees and landscape features, including historic public realm features in a manner consistent with its conservation, will be supported.</p> <p>7) 9) Proposals affecting a Conservation area must preserve and, where <u>possible appropriate</u> enhance the Conservation Area, paying particular regard to those elements that have been identified as making make a positive contribution to the character <u>of the Conservation Area</u> and its setting, and <u>the</u> special architectural or and historic interest of the area.</p> <p>8) 10) Demolition (full or partial) of a building or removal of trees, structures or other landscape features in a Conservation Area will be permitted only where:</p> <ul style="list-style-type: none"> a) <u>A replacement development has been approved</u>: and b) <u>The loss of the existing building, structure, tree or landscape feature will not detracts, or where appropriate enhances</u>, from the character or appearance of the Conservation Area. <u>Assessment of the contribution of an existing building must have regard to its character</u>, by reason of its design and construction, (but not its condition). b) An approved replacement development scheme is in place, which preserves or enhances the character or appearance of the Conservation Area. <p>9) 11) Development within or affecting the setting of a historic park or garden will be required to:</p> <ul style="list-style-type: none"> c) Avoid subdivision d) Retain or restore features of historic or architectural interest, including trees, other distinctive planting and hard landscaping, and garden features

Policy / paragraph	Suggested DMP Modification
	<p>e) Where relevant, be accompanied by an appropriate management plan.</p> <p>40 <u>12)</u> An archaeological assessment including where appropriate a field evaluation, will be required to inform the determination of planning applications for :</p> <ul style="list-style-type: none"> 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. <p><i>[Policy NHE9(11) modified as new NHE9(13) as a Main Modification]</i></p>
Explanation	<p>3.5.31 Reigate & <u>and</u> Banstead <u>borough</u> has a rich</p> <p>3.5.32 Heritage assets are irreplaceable <u>and</u> important resources in the borough <u>and</u>with contribute to a wide range of social, cultural, economic and environmental benefits. <u>However,</u> Population growth..... Development must also be well designed and not detract from existing local characteristics and built form that make a positive contribution to the area.</p> <p>3.5.37....</p> <ul style="list-style-type: none"> • Areas of High Archaeological Potential,<u>and</u> • Historic Park and Gardens of special borough interest <p>3.5.38 The Council may identify new heritage assets at any time and their identification<u>they</u> would be a material consideration in any planning decision.</p> <p>3.5.39 Where development may affect....Relevant sources <u>of information</u> include Conservation Area Character Appraisals, Historic Environment Record, <u>the B</u>orough's list of historic buildings</p> <p>3.5.40 If a the heritage asset is designated and has statutory protection <u>development proposals</u> planning judgements will be <u>set judged</u> against the requirements of the relevant national legislation⁴. If the heritage asset is non- designated, planning judgements will be made on the basis of a thorough assessment of the historical and architectural interest, appearance and setting of the heritage asset will be made.</p>

Policy / paragraph	Suggested DMP Modification
	<p>3.5.41 This pPolicy NHE9 requires that development proposals must be sensitive to their impact on heritage assets...</p> <p>3.5.42 Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the listed building heritage asset will should not be taken into account in any decision.</p> <p>3.5.43 Features referenced in the policy can include (not inclusive): chimneys, windows, and doors, external doors, external materials, boundary treatments, original roof coverings, as well as internal features such as fireplaces, plaster cornices, doors, architraves, panelling, staircase and any walls in Listed Buildings .</p> <p>3.5.44 Outline planning applications for developments affecting heritage assets will only be acceptable in very special circumstances</p> <p>3.5.45 The Borough Council has published a List of Buildings of Architectural or Historic Interest. This document lists Statutory Listed Buildings, protected curtilage or attached structures of known interest in the grounds of Statutory Listed Buildings, Locally Listed Buildings, Historic Gardens and Ancient Monuments. The Council also has a list of sites of archaeological interest as a separate document. It differentiates between buildings on the Statutory List, which are protected by the Planning (Listed Buildings and Conservation Areas) Act, and those which are protected by other legislation or are locally listed.</p> <p>3.5.47</p> <ul style="list-style-type: none"> • Marketing of the site for a reasonable period of time appropriate to the value of the listing, demonstrating that there is no realistic prospect of the asset being re-used following any necessary remedial work. Sites should not be allowed to fall into a state of disrepair and then be marketed in this condition, as this will reduce the likelihood of letting them their re- use or re-occupation. <p>3.5.49The Borough Council will seek to ensure that all buildings of local architectural or historic interest are not demolished, and that their inherent qualities are taken into account</p> <p>3.5.52 This pPolicy NHE9 therefore sets out how development proposals will be managed and assessed in order to achieve theat legislative requirements regarding conservation areas. This policy is supported by</p>

Policy / paragraph	Suggested DMP Modification
	<p>supplementary planning guidance which provides further detail about developments affecting the historic environment.</p> <p>3.5.54The policy is supported by supplementary planning guidance which provides further detail about archaeology.</p> <p>3.5.55 This p<u>Policy NHE9</u> is supported by supplementary planning guidance which provides further detail about the historic environment and archaeology.</p>
	Policy GTT1 – Gypsy, Traveller and Travelling Showpeople Accommodation
Policy	Add site area (in hectares) to each site allocation
Explanation	<p>4.2.6 The Government's National planning policy objectives <u>are include the need</u> to ensure fair and equal treatment for travellers in a way that facilitates the traditional and nomadic way of life of travellers, while respecting the interests of the settled community. The term "Traveller" includes G<u>gypsies</u>, T<u>travellers</u> and T<u>travelling-S</u> show people.</p> <p>4.2.7 Local Planning Authorities are required to undertake an objective assessment of T travellers' accommodation needs and seek to address under-provision and <u>to maintain</u> an appropriate supply of sites for T travellers. This includes maintaining a five year supply of available pitches (for G<u>gypsies</u> and T<u>travellers</u>) and plots (for T<u>travelling S</u> showpeople), and the <u>identification of identifying</u> a supply of specific, developable sites, or broad locations for growth, for years 6 to 10. National policy also <u>notes requires</u> that where possible, broad locations for years 11-15 should be identified.h However, as the borough's Gypsy and Traveller Accommodation Assessment 2017 (GTAA 2017) is based on survey data from 2016, y Years 12-15 of a 15 year time period (from 2016 which is when the surveys for the evidence base were undertaken) would extend be beyond the plan period which covers up until (ending 2027) so this timeframe is not within the remit of the Development Management Plan, although future need should be factored into the next subsequent Local Plan review. s.</p> <p>4.2.8 The Core Strategy Policy CS16 (1) outlines that a target for pitches and plots will be included within the DMP. The starting place for this target was the Gypsy and Traveller Accommodation Assessment 2017 (GTAA) which reviewed the need for pitches and plots in the borough between 2016 and 2031. This version updates and</p>

Policy / paragraph	Suggested DMP Modification																																								
	<p>supersedes the previous 2013 Assessment as referenced in the Core Strategy.</p> <p>4.2.9 This GTAA (2017) took account of the Government's August 2015 change to the statutory definition of "Gypsy traveller". The Council has taken legal advice which concluded that under the 2010 Equalities Act it should consider the accommodation needs of Romany Gypsies, Irish and Scottish Gypsies even if they do not fall under the planning definition of Gypsy traveller. ...[<i>remainder unchanged</i>] <i>[4.2.10 unchanged]</i></p> <p><u>Table 7: Traveller accommodation needs summary</u></p> <table border="1" data-bbox="624 605 1709 1092"> <thead> <tr> <th colspan="5">Gypsy and Travellers</th> </tr> <tr> <th>Years</th> <th>0-5</th> <th>6-10</th> <th>11</th> <th></th> </tr> <tr> <th>Timeframe</th> <th>2016-21</th> <th>2021-26</th> <th>2027</th> <th>Total</th> </tr> </thead> <tbody> <tr> <th>Total</th> <td>23</td> <td>4</td> <td>1</td> <td>28</td> </tr> <tr> <th colspan="5">Travelling Showpeople</th> </tr> <tr> <th>Years</th> <th>0-5</th> <th>6-10</th> <th>11</th> <th></th> </tr> <tr> <th>Timeframe</th> <th>2016-21</th> <th>2021-26</th> <th>2027</th> <th>Total</th> </tr> <tr> <th>Total</th> <td>3</td> <td>2</td> <td>0</td> <td>5</td> </tr> </tbody> </table> <p>Source: Gypsy and Traveller Accommodation Assessment (2017)</p> <p>4.2.11 The methodology used to identify sites is set out in the Traveller Site Land Availability Assessment (2017). This <u>describes</u> sets out how around <u>approximately</u> 300 <u>potential</u> sites were identified from a wide range of sources, and <u>it</u> provides details on the <u>filtering</u> <u>assessment</u> process. <i>[4.2.12 unchanged]</i></p> <p>4.2.13 As such, as acknowledged in the Core Strategy Policy CS16 (2), given environmental constraints and the</p>	Gypsy and Travellers					Years	0-5	6-10	11		Timeframe	2016-21	2021-26	2027	Total	Total	23	4	1	28	Travelling Showpeople					Years	0-5	6-10	11		Timeframe	2016-21	2021-26	2027	Total	Total	3	2	0	5
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Policy / paragraph	Suggested DMP Modification
	<p>need to ensure that sites are suitable, affordable and deliverable some limited alterations to Green Belt boundaries are required. The sites which were identified as suitable, available and achievable in the Green Belt were subject to a detailed Green Belt review (see policy CS3).</p> <p>4.2.14 The allocation of a site for use as a T-traveller site would provide provides a presumption in favour of the principle of this use. However, full planning permission for the development and detailed design of the site is would be required. In order to meet its obligations, the Council would consider conditioning permissions to ensure that the pitches would be occupied by people In addition, at the planning application stage, an applicant would have to demonstrate that they either fall under the definition of T-traveller in line with the national planning definition or would have to justify that they qualify for culturally appropriate accommodation as per under the Equality Act 2010.</p>
	Policy CEM1 – Cemetery and crematorium provision
Policy	<p>The Council will support applications for cemeteries and crematoria where proposals meet the following criteria:</p> <ul style="list-style-type: none"> a) The site should have a good means of access from roads, should be located near to transport nodes, and should provide sufficient on-site car parking, designed to be visually discrete, to ensure that peak parking demand can be met on the site [b]-f) <i>unchanged</i> 2) Within the Green Belt, proposals for change of use to cemeteries or crematoria will only be supported if very special circumstances are demonstrated, and appropriate facilities are kept to a minimum to limit the impact on the, and proposals preserve the openness of the Green Belt. Justification of very special circumstances should include, but not necessarily be limited to, all of as a minimum, the following: <ul style="list-style-type: none"> a) A robust demonstration of need for the facility; and b) A comprehensive demonstration that there are no alternative suitable sites outside of the Green Belt. 3) Proposals for crematoria will be expected to meet the requirements of Tthe Cremation Act 1902 (Section 5), in terms of with regards to the siting of the crematorium.
	Potential Development Sites
	<p><i>Table above paragraph 4.4.5</i> Policy CS8 (as summarised by Box 7): Table 6: Summary of Core Strategy Policy CS8 (updated)*</p>

Policy / paragraph	Suggested DMP Modification
	<p>* The retail floorspace requirements have been updated in accordance with Table 3 to reflect updated evidence within the 2016 Retail Needs Assessment</p>
	<p>[Add new heading] “Site allocations within the DMP”</p> <p>4.4.5 The DMP allocates sites for a range of types of development across all areas, consistent with the overall spatial strategy as set out in the Core Strategy. These will comprise:</p> <ul style="list-style-type: none"> • Town Centre site allocations • Urban site allocations • Opportunity Sites • Sustainable U_urban E_extensions_Sites • Site for S_strategic E_employment P_provision <p>4.4.6 The <u>site allocations</u> DMP does not include, as site allocations or opportunity sites, sites that already <u>had</u> planning permission <u>when the DMP was submitted for examination prior to the adoption of the DMP</u>, as it <u>was</u> is not considered necessary once the principle of development <u>had</u> been established. These, h However, <u>such sites</u> will continue to be identified in the <u>Housing and Economic Land Availability Assessment (HELAA)</u>, the Brownfield <u>Register</u> where relevant <u>until permissions are built out</u>, and are included in the housing trajectory.</p> <p>Town Centre and urban site allocations</p> <p>4.4.7 Site allocations <u>for redevelopment or intensification during the plan period</u> have been identified <u>in the urban areas and in Banstead Village centre, and Redhill, Reigate, and Horley town centres. for redevelopment or intensification over the plan period (to 2027)</u></p> <p>4.4.8 With regard to Redhill, t The majority of the Redhill town centre sites have previously been <u>were</u> identified as having development potential <u>through in the Council's draft Redhill Town Centre Area Action Plan (2012)</u>. The DMP carries forward the majority of <u>sites</u> identified <u>in this draft AAP Redhill Town-Centre Area Action Plan (Draft 2012) sites</u> but with modifications that reflect subsequent changes in the economic</p>

Policy / paragraph	Suggested DMP Modification
	<p>environment and anticipated development potential.</p> <p><i>Urban site allocations</i></p> <p>4.4.9 The Core Strategy prioritises development within the current urban areas and in preparing this consultation document the Council has investigated urban sites. The town centre and urban sites allocated in this document are those which are of a larger scale; would necessitate a change of use; and/ or raise other potentially controversial planning issues. It is not intended that smaller potential sites, currently in residential use, will be allocated through the DMP but this does not preclude them coming forward in the form of windfall development..</p> <p><i>Opportunity sites</i></p> <p>4.4.10 The Core Strategy prioritises development within the current urban areas and in preparing this consultation document the Council has investigated urban sites. However, these sites can only be allocated as site allocations if they are known to be available within the plan period deliverable. Opportunity sites are sites within the urban areas that are suitable for re-development but where availability for redevelopment is unknown or uncertain, however these sites have been identified as having some potential for comprehensive redevelopment and so would be encouraged to come forward for the suggested uses. development. Note: These opportunity sites are not included in the DMP housing trajectory (Annex 7).</p> <p><i>Sustainable Urban Extension Sites</i></p> <p>4.4.11 [unchanged]</p> <p>4.4.12 [unchanged], joint with paragraph</p> <p>4.4.13 These land parcels which 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 contribute to the openness and purposes of 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 (2016) and the</p>

Policy / paragraph	Suggested DMP Modification
	<p>Green Belt Review (2017).</p> <p>4.4.14 This process <u>sieved out sites</u> allowed sites that either demonstrated considerable constraints to development, or performed an important Green Belt purpose, to be <u>ruled out of the process</u>, to reach <u>leaving</u> a shortlist of <u>potential</u> sites.</p> <p>4.4.15</p> <ul style="list-style-type: none"> From this shortlist the Council are allocating <u>the DMP allocates</u> some Sustainable Urban Extension sites for development. <u>These sites are</u> Reserve Urban Extension sites will be taken out of the Green Belt, and included within the urban area. <u>Each site allocation policy</u> A policy for each site has been prepared, <u>confirms</u> ing the <u>type and amount</u> and <u>type</u> of development that would be acceptable on the site, and any design and mitigation measures required to make the development acceptable. A policy (Policy MLS1) is also included setting <u>sets</u> out the triggers <u>points</u> for development of <u>these</u> sites (consistent with the Core Strategy, which links their development to when the Council cannot demonstrate a five year supply of <u>deliverable</u> housing sites). and a system of prioritisation and phasing. <p>4.4.16 The Core Strategy makes it clear that allocated urban extension sites 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 <u>timing</u> of the release of allocated urban extension sites.</p> <p>4.4.17 The Department for Communities and Local Government requires local planning authorities to prepare a register of previously developed sites within the borough which are capable of being redeveloped or converted to provide housing-led development. This Brownfield register has to be published by the 31 December 2017 and then updated annually.</p> <p>4.4.18 The Brownfield Register is in two parts. Part 2 is optional and the Council have only decided to produce part 1</p>

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> ▪ Part 1: is for sites categorised as previously developed land which are suitable, available and achievable for residential development ▪ Part 2: allows local planning authorities to select sites from part one and grant Permission in Principle for housing-led development. Permission in Principle establishes the fundamental principles of development in terms of the use, location and amount of development. Planning permission is however not granted until Technical Details consent is applied for and approved by Reigate & Banstead Borough Council.
	Section 3A: Area 1 – <u>The North Downs</u>
	<p>Figure 4 2: Core Strategy Key Diagram for Area 1 – the North Downs</p> <p>4.5.1 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</p> <p>4.5.2 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 <u>this time 2027</u>, regeneration initiatives in Preston</p>
	<p>4.5.3</p> <p>Table 7: <u>Figure 2: Development within Area 1 (Core Strategy)</u></p> <p><i>[Update table to reflect the updated Retail Needs Evidence]</i></p> <p>* The retail floorspace requirements have been updated in accordance with Table 3 to reflect updated evidence within the 2016 Retail Needs Assessment</p>
	Policy BAN2 - The Horseshoe, Banstead
Policy	<p>Site Allocation:- Banstead vVillage centre site Allocation</p> <p>Source: HELAA Ref: BV03, BV06, BV07, <u>and</u> BV3340</p> <p>Allocation:</p> <p>The site is allocated for: ...</p> <ul style="list-style-type: none"> • Complementary enabling development including: <ul style="list-style-type: none"> - Residential: potentially appropriate for all potential development areas, subject to <u>suitable</u> design / mitigation <u>below</u> - Small scale secondary retail, leisure and other commercial on potential development area A within the

Policy / paragraph	Suggested DMP Modification
	<p>proposed town village centre boundary</p> <p>Requirements:</p> <p>The proposed layout must make provision for, and allow for, all of the following:</p> <p><u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Any retail, leisure or commercial provision to be small scale, and complementary to the existing town village centre • Improved connectivity to, and relationship with, the town village centre • Adequate on-site, Provision of sufficient 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
Explanation	<p>4.5.4 This site is within an accessible location, in close proximity....</p> <p>4.5.6 Key considerations to take account of are that include parts of the site being affected by surface water flooding, there are a number of protected trees along the site boundaries, and the site forming part of a 'green corridor' along Bolters Lane.</p>
	Policy BAN3 - Banstead Community Centre, Park Road, Banstead
Policy	<p>Requirements:</p> <p>The proposed layout must make provision for and allow for all of the following:</p> <p><u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Retention or replacement of community uses • Appropriate Provide sufficient off-street parking for both community and residential uses
	Policy BAN1 – 136 – 168 High Street, Banstead, SM7 2NZ
Heading above	Area 1(North Downs): Opportunity Sites
Policy	<p>Source: N/A-HELAA Ref: BV32</p> <p>Suggested uses Allocation: The site is suggested for a mixed use scheme, including retail, community and leisure, and residential:</p> <p>Requirements:</p> <p>The proposed layout must make provision for and allow for all of the following: <u>Development will be subject to the following requirements and considerations:</u></p>

Policy / paragraph	Suggested DMP Modification
Explanation	<p>4.5.12 The site is situated within an accessible location</p> <p>Section 3B: Area 2a – Wealden Greensand Ridge – Redhill & and Merstham</p>
	<p>Figure 3 : <u>Core Strategy Key Diagram for Area 2 – Wealden Greensand Ridge</u></p> <p>4.6. 1 The Core Strategy's spatial strategy for both Areas 2a and 2b is to recognise the need to ensure its <ins>their</ins> continued success by maintaining the area's high economic profile, and in particular supporting Redhill to grow physically and economically into the future.</p> <p>4.6.3 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.</p> <p>4.6.4 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.</p>
	<p>4.6.5 Table 8: <u>Figure 4: Development in Area 2a (Core Strategy)</u> <i>[Update table to reflect the updated Retail Needs Evidence]</i></p> <p>* <u>The retail floorspace requirements have been updated in accordance with Table 3 to reflect updated evidence within the 2016 Retail Needs Assessment</u></p>
	Policy RTC2 : 16-46 Cromwell Road, Redhill, RH1 1RT
Policy	<p>Source: <u>Draft</u> Redhill Town Centre Area Action Plan (2012)</p> <p>Requirements: Development will be subject to the following requirements<u>and considerations</u>:</p>

Policy / paragraph	Suggested DMP Modification
	Policy RTC6 : Gloucester Road Car Park, Redhill, RH1 1BS
Policy	<p>Source: <u>Draft Redhill Town Centre Area Action Plan (2012)</u></p> <p>Allocation:</p> <p>Residential and Office: approximately 30 new homes</p> <p>Requirements:</p> <p>The proposed layout must make provision for and allow for all of the following:</p> <p><u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Measures to manage address and attenuate surface water flooding risk, in order to achieve an overall reduction in flood risk • Assessment of local demand for parking (including from town centre users) and off-street overnight parking for heavy goods vehicles to inform need for provision of public parking spaces.
Explanation	4.6.8 This site is situated located within a highly accessible location on the edge of Redhill town centre and close to the rail station.
	Policy RTC4 : Colebrook, Noke Drive, Redhill, RH1 1PT
Policy	<p>Source: <u>Draft Redhill Town Centre Area Action Plan (2012)</u></p> <p>Development timeframes: Medium <u>Short</u> term (0-5 -10-years)</p> <p>Requirements:</p> <p>Development will be subject to the following requirements and considerations:</p>
Explanation	4.6.12 The site is partially <u>within affected by</u> Flood Zones 2 and 3a (south-west corner), there are a few protected trees on site and availability may be subject to relocation/re-provision of some of the <u>current</u> uses.
	Policy RTC5 : Former Longmead Centre, Holland Close, Redhill, RH1 1HT
Policy	<p>Source: <u>Draft Redhill Town Centre Area Action Plan (2012)</u></p> <p>Requirements:</p> <p>Development will be subject to the following requirements and considerations:</p>

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> Retention/conversion of existing locally important building, or <u>at least, -as a minimum, its prominent and -valued facades.</u>
Explanation	<p>4.6.14 The site is situated within a highly accessible location, in close...</p> <p>4.6.16 <u>A large part of the</u> site is largely affected by surface water and this should be taken into consideration in the design of any scheme.</p>
	Policy RED1 : Quarryside Business Park, Thornton Side, Redhill, RH1 2LJ
Policy	<p>Source: Identified in Land at Holmethorpe Development Brief <u>SPG</u> (2001)</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> Development should integrate with existing pedestrian routes and roads within the adjoining Watercolour development, including Reeds Meadow and Thornton sSide. Explore potential for <u>some an element of</u> community provision as part of future development.
Explanation	4.6.17 The site is situated in an accessible location. There are densely wooded, steep banks to <u>the north of the</u> site.
	Policy RED2 : Bellway House, Station Road North, Merstham, RH1 3YU
Policy	<p>Development timeframes: <u>Medium to long term (5-10 years)</u> Short term (0 – 5 years)</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p>
Explanation	4.6.20 The site is located in an accessible location, with good <u>access</u> to local facilities, <u>and bus services</u> , and is adjacent to <u>Merstham</u> rail station.
	Policy RED4 : Church of Epiphany, Mansfield Drive, Merstham, RH1 3JP
Policy	<p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> Development of a scale that reflects <u>the character</u> of the surrounding area and safeguards residential amenity

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> Appropriate improvements to <u>the</u> site access onto Mansfield Drive.
Explanation	<p>4.6.24 Efforts should be made to salvage the <u>sculpture on the building</u> as an undesignated heritage asset. <u>The site is partially affected by surface water flooding.</u></p>
	Policy RED5 : Merstham Library, Weldon Way, Merstham, RH1 3QB
Policy	<p>Allocation: replacement of nearby community use (i.e. <u>on</u> RED4) or other relevant community use</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p>
Explanation	<p>4.6.25 <u>The Ssite is located with</u> in an accessible location, with good access to local facilities, including to facilities within <u>the</u> nearby local centre. <u>This site and</u> provides an opportunity for intensification of an existing previously developed site.</p> <p>4.6.26 <u>The Ssite is partially affected by flood risk (</u> <u>within Flood Zones 2 and 3).</u></p> <p>4.6.27 The site is adjacent to Albury Moat scheduled monument. Any redevelopment should retain a <u>woodland sylvan</u> buffer to the scheduled monument and reflect the low height of development adjacent to the scheduled monument.</p>
	Policy RED6 : Former Oakley Centre, Radstock Way, Merstham, RH1 3NT
Policy	<p>Requirements: <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> Design and layout to protect and enhance <u>the</u> listed building and its setting Retention of <u>existing trees where possible</u> and enhancement of <u>existing trees and green infrastructure</u>, including open space Development on existing <u>Urban Open Space land</u> 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 <u>the</u> motorway, including appropriate noise reduction measures Appropriate improvements to <u>the</u> site access onto Radstock Way.
Explanation	4.6.28 The site is <u>located with</u> in an accessible location, relatively close <u>proximity</u> to facilities within <u>the Portland</u>

Policy / paragraph	Suggested DMP Modification
	<p><u>Drive from Local Centre to junction 7 of the M25 and the M23.</u> The site has been actively promoted for development as part of <u>the Merstham Estate</u> regeneration and <u>has been the subject of a number of planning applications during the preparation of the DMP.</u> <u>a planning application has been submitted.</u></p> <p>4.6.29 The site is partially designated as Urban Open Space and partially Green Belt. There are some wooded areas within the site and it is situated in <u>The site is</u> in close proximity to junction 7 of the M25 and M23 which gives rise to noise and residential amenity considerations.</p> <p>4.6.27 <u>The building is Grade II listed</u> It is a Victorian country house, and proposals would need to respect the setting of the listed building <u>so</u> such that any development in the grounds is read as ancillary and subordinate to the listed building.</p>
	Policy RED8 : Reading Arch Road/Brighton Road North, Redhill, RH1 1HG
Policy	<p>Requirements:</p> <p>The proposed layout must make provision for and allow for all of the following:</p> <p><u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Retail provision, including size of units and the type of goods sold, restricted to ensure <u>that the</u> development is complementary to the existing town centre offer • Design to reflect <u>the</u> scale of development along Brighton Road and transition away from town centre • Design of development to explore opportunities to include enhancements to the culvert running through the site in order to incorporate and enhance the Ggreen Infrastructure opportunities • <u>A</u> Full contamination survey and land remediation measures as appropriate
Explanation	<p>4.6.31 The site is situated within in an accessible location. It is located close to the Redhill town centre and rail station but separated from the main shopping area by the railway. It has prominent and direct access onto the A23.</p> <p>4.6.32 The existing site does not provide a fitting approach to the town centre gateway along this important approach route, nor</p> <p>4.6.33 In the short term the existing uses should remain. Any planned loss of the employment uses will need to be accounted for as the Core Strategy has established a Borough-wide growth target for such uses. Any long</p>

Policy / paragraph	Suggested DMP Modification
	<p>term redevelopment should secure the relocation of the active uses to suitable alternative premises elsewhere in the B borough.</p> <p>4.6.34 The site is in multiple ownerships although a large part of the freehold is owned by Reigate & Banstead Borough Council. Compulsory purchase might <ins>may therefore</ins> be required to achieve a comprehensive scheme.</p> <p>4.6.35 The Ssite is partially affected by Flood Zones 2 and 3 and Redhill Brook is partially culverted under the site. In addition, proximity to the railway line may give rise to residential amenity issues and potential land contamination.</p> <p>4.6.36 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 be subject to full assessment of the impact on the town centre.</p> <p>4.6.39 The site as currently occupied is prominent, and <ins>as it</ins> is positioned between existing settlements it is</p>
	Policy RED9 : East Surrey Hospital, Redhill, RH1 5RH
Policy	<p>Development will be subject to the following requirements <ins>and considerations</ins>:</p> <p>Movement and Accessibility:</p> <ul style="list-style-type: none"> • A Transport Assessment or a Transport Statement should be submitted in accordance with Surrey County Council requirements; • Traffic management mitigation measures, where appropriate and proportionate, to include measures including to manage the impact of additional traffic on surrounding roads • A Comprehensive travel plan • Appropriate levels of car parking will be required in line with adopted parking standards <p>Design:</p> <ul style="list-style-type: none"> • Measures to address and attenuate mitigate surface water flooding risk ... • Inclusion of an appropriate open landscape buffer, and public open space, to reinforce the distinctive identities of Earlswood and South Earlswood and to respect a minimum separation of some 500m between urban edges

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> A heritage assessment of existing buildings and areas <u>should be submitted</u> to identify features and other assets worthy of protection, conservation and enhancement. <p>Delivery</p> <ul style="list-style-type: none"> These to be prepared as a Supplementary Planning Document to ensure the proper planning and on-going functioning of the site.
Explanation	<p>4.6.37 The East Surrey Hospital (ESH) is a major acute hospital providing EEmergency and Non- Emergency services to residents of East Surrey, north and east parts of West Sussex and sSouth Croydon. <u>It is operated</u>, by Surrey and Sussex Healthcare NHS Trust. The Trust <u>is facing</u> has an increasing demand for services and a requirement to extend and update the services provided from this site. They <u>It</u> considers that the ESH site can provides an opportunity ...</p> <p>4.6.38 The site has been ESH was recognised in the previous <u>(2005)</u> Local Plan as a "Major Existing Developed Site" in the Green bBelt with limited infilling opportunity. However, this represents planning restrictions which will <u>the retention of the site in the Green Belt could</u> possibly delay or could otherwise frustrate the better achievement of the redevelopment and refurbishment of <u>ESH</u>, which is required to efficiently meet the identified and growing needs within the Hospital's service area.</p> <p>4.6.39 The site as currently occupied as is prominent, and is positioned between existing settlements and it is desirable to respect the separateness and identity of local communities and <u>the</u> sense of openness.</p>
	Policy ERM1: Land at Hillsbrow, Redhill
Policy	<p>Requirements: <u>The proposed layout must make provision for and allow for all of the following</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> Measures to manage and reduce surface water run-off including a comprehensive system of SUDs <u>SuDS</u> <u>A</u> Full contamination survey and land remediation measures as appropriate <p>Infrastructure:</p> <ul style="list-style-type: none"> Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with

Policy / paragraph	Suggested DMP Modification
	<p>safe crossing points to access the footpath adjacent to Redstone Park (FP102)</p> <ul style="list-style-type: none"> Enhancement of the footpath adjacent to Redstone Hollow (FP 530) Potential extension to <u>the existing allotments site adjacent to the site.</u>
Explanation	<p>4.6.37 The Hillsbrow site is located on the southern side of the A25 to the east of Redhill town centre. <u>and is in close proximity to Redhill town centre and Redhill rail station.</u></p> <p>4.6.38 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. <u>The site is a good proximity to Redhill town centre and Redhill rail station.</u></p> <p>4.6.39 <u>There is a steep slope on the southern part of the parcel which means these areas are unsuitable for development. There are extensive areas of ancient and other woodland which limit development potential and require protection. and there is high visibility of wooded slopes and the paddock to the south of the site within long distance views, particularly from the south. There is scope for development to improve green infrastructure linkages with the surrounding countryside and secure enhanced management of the ancient woodland areas. There is also possible localised land contamination owing to historic uses.</u></p>
	<p>Policy ERM2/3: Land west of Copyhold Works and former Copyhold Works, Redhill</p> <p>Site area: Total 17.2ha</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> Measures to manage and reduce surface water run-off including a comprehensive system of SuUDSs A full contamination survey and land remediation measures as appropriate <p>Infrastructure:</p> <ul style="list-style-type: none"> Safe highway access onto Nutfield Road, taking a co-ordinated approach <u>with</u> any other allocated

Policy / paragraph	Suggested DMP Modification
	development sites in the vicinity
Explanation	<p>4.6.41 The <u>western</u> side of the site comprises an open paddock which slopes downwards towards its northern boundary. On the western edge there is an existing public right of way leading into the town.</p> <p>4.6.42 The <u>eastern</u> side of the site comprises a previously developed former industrial site, comprising a number of derelict buildings and associated areas of hardstanding.</p> <p>4.6.48 The proposal will need to minimise visibility of the development in long range views. In particular, development will need to protect the <u>sylvan woodland</u> backdrop and borrowed landscape to Gatton Park, a registered park and garden, including vistas and views from the park.</p>
	Policy ERM4a: 164 Bletchingley Road, Merstham
Policy	<p>Allocation: Residential: approximately 30 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> • Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and an appropriate relationship with the adjoining <u>Spynes Mere Local Nature Reserve</u> and reflecting the <u>adjacent Holmesdale Biodiversity Opportunity Area</u> • ... a comprehensive system of <u>SUDSs</u> • ... strengthen the <u>Green Belt</u> boundary. <p>Infrastructure:</p> <ul style="list-style-type: none"> • Improvement and extension of pedestrian and cycle facilities, including new footways on Bletchingley Road and significant upgrades of the existing bridleway through the site (<u>Bridleway BW119</u>) (in conjunction with ERM4b) • ... on the safety and efficiency of this junction...
Explanation	4.6.50 The <u>site land south of Bletchingley Road</u> is on the eastern edge of the Merstham area, a short distance

Policy / paragraph	Suggested DMP Modification
	<p>from the nearby local centre. To the south, the site adjoins the wetland nature reserve of Spynes Mere <u>and the Holmesdale Biodiversity Opportunity Area.</u></p> <p>4.6.52 There is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way and potential for development to support and complement regeneration of <u>the Merstham Estate Local Centre.</u></p>
	Policy ERM4b: Land south of Betchingley Road, Merstham
Policy	<p>HELAA Ref:<u>M20</u></p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> • Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, <u>and</u> an appropriate relationship with the adjoining <u>Spynes Mere Local Nature Reserve</u>, and reflecting the <u>adjacent</u> Holmesdale Biodiversity Opportunity Area • Measures to manage and reduce surface water run-off including a comprehensive system of <u>SUDS</u> • Additional tree or hedgerow planting along western boundary to strengthen the <u>Green Belt</u> boundary. <p>Infrastructure: ... upgrades of the existing bridleway through the site (<u>Bridleway 119</u>) (in conjunction with ERM4a)</p>
Explanation	<p>4.5.53 The land south of Betchingley Road is on the eastern edge of the Merstham area, a short distance from the nearby local centre. To the south, the site adjoins the wetland nature reserve of Spynes Mere <u>and the Holmesdale Biodiversity Opportunity Area.</u> The site of Woodlands School, a special school, adjoins to the west.</p> <p>4.5.64 Proximity to Spynes Mere <u>Local Nature Reserve</u> means there is a need for <u>a</u> sensitive transition to the nature reserve. <u>In addition</u> and there is <u>potential</u> for some visibility within long distance views. Any scheme should consider the locally listed building in the north of the site.</p>

Policy / paragraph	Suggested DMP Modification
	<p>4.5.55 There is scope for development to improve green infrastructure linkages with the surrounding countryside and enhance rights of way. and <ins>There is also</ins> potential for development to support and complement regeneration of Merstham Estate Local Centre. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.</p>
	<p>Policy ERM5: Oakley Farm, off Betchingley Road, Merstham</p>
Policy	<p>Total: <u>8.45</u>-7.1ha</p> <p>Requirements: The proposed layout must make provision for and allow for all of the following: <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> • Ensure an appropriate transition to adjoining countryside, particularly by providing a significant area of new green corridor and public open space (<u>including play facilities</u>) in the eastern part of the site • Measures to manage and reduce surface water run-off including a comprehensive system of <u>SuDSSUDs</u> • Additional tree or hedgerow planting along the north eastern boundaries to strengthen the g<u>Green Belt</u> boundary. <p>Infrastructure:</p> <ul style="list-style-type: none"> • New high quality public open space, including appropriate play facilities • Improvement and extension of pedestrian and cycle facilities, including new footways on Betchingley Road and significant upgrades of the existing footpath running through the site (FP <u>Footpath 198</u>) • Upgrading of off-carriageway pedestrian/cycle routes to nearby local centres and Merstham station, including FP <u>Footpath 93</u> <p>Explanation</p> <p>4.6.51 <u>The Oakley Farm site</u> is on the northern side of Betchingley Road, a short distance east of the nearby <u>Portland Drive Local Centre</u>. The site and lies between the existing built up area of Merstham and the borough boundary with Tandridge. To the east, the site adjoins further open countryside in the borough of Tandridge. The site and <ins>is also</ins> bounded by the M23/M25 to the north east.</p>

Policy / paragraph	Suggested DMP Modification
	<p>4.6.58 There is scope for development to improve green infrastructure linkages with the surrounding countryside, and enhance rights of way, and potential for development to support and complement the regeneration of Merstham Estate Local Centre. This could include the provision of starter homes and/or self-build plots, which would be encouraged on this site.</p> <p>4.6.59 The Development proposals should preserve and enhance the setting of the locally listed farm yard and farmhouse.</p>
	Section 3C: Area 2b – Wealden Greensand Ridge - Reigate
	<p>4.7.1 The Core Strategy's spatial strategy for both Areas 2a and Area 2b is to recognise the need to ensure their its continued 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.</p> <p>4.7.2 Reigate town centre is identified as catering for local, and some borough-wide, needs, which whilst having only limited potential for growth. It will continue to serve as a location for small specialist shops.</p>
	<p>4.7.4</p> <p>Table 9: Figure 5: Development in Area 2b (Core Strategy)</p> <p><i>[Update table to reflect the updated Retail Needs Evidence]</i></p> <p><i>* The retail floorspace requirements have been updated in accordance with Table 3 to reflect updated evidence within the 2016 Retail Needs Assessment</i></p>
	Policy REI2: Land adjacent to the Town Hall, Castlefield Road, Reigate, RH2 0SH
Policy	<p>Allocation: Residential only: approximately 30 new homes</p> <p>Requirements:</p> <p>The proposed layout must make provision for and allow for all of the following:</p> <p><u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Provision of appropriate <u>level of off-street</u> parking for proposed uses and retention of adequate parking for existing users

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> • High quality design and layout sensitive to the setting of the Grade II listed Town Hall, Grade II listed Town Hall, and the character/setting of the Conservation Area and Scheduled monument.
Explanation	<p>4.7.5 The site is situated in an accessible location in close proximity to the rail station and on the edge of Reigate town centre.</p> <p>4.7.6 There is a steep <u>gradient topography</u> between the site and the primary shopping area. The site is therefore potentially visible in long-range views, particularly from the south.</p> <p>4.7.7 The site is located within Reigate Town Centre Conservation Area. It is also adjacent to the Grade II listed Town Hall, a <u>S</u>cheduled monument, a <u>R</u>egionally Important Geological Site and an <u>U</u>rban Open Space.</p> <p>4.7.8 The site, located on a prominent ridge over the town, forms a backdrop and borrowed landscape to Reigate Priory & Registered Park and Garden and this backdrop</p>
Policy REI1: Library and Pool House, Bancroft Road, Reigate, RH2 7RP	
Policy	<p>Source: N/A <u>HELAA Ref: RC23 and RC76</u></p> <p>Allocation Suggested Uses: Residential: approximately 25 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p>
Explanation	<p>4.7.9 The site is located in a highly accessible location, adjacent to the proposed primary shopping area of Reigate.</p> <p>4.7.10 The site is partially <u>within</u> affected by Flood Zones 2 and 3 and is located adjacent to Reigate Town Centre Conservation Area.</p> <p>4.7.11 The site is on an important <u>a key route through Reigate and links linking</u> various parts of the Reigate Town Centre Conservation Area and Chart Lane Conservation Area, and any scheme would need to reflect the character and scale of the area. It would is also be important to retain the <u>sylvan</u> woodland boundary and setting to e <u>Churchfields Memorial Gardens and Churchfields Recreation Ground</u> within Chart Lane Conservation Area adjacent to the site.</p>

Policy / paragraph	Suggested DMP Modification
	Policy REI3: Albert Road North Industrial Estate, Reigate, RH2 9EL
Policy	<p>Source: HELAA REF Ref: RC03, RC04 and R75 Allocation Suggested uses:-(focussed...)</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Design to ensure satisfactory residential amenity due to proximity to <u>the</u> railway line, including appropriate noise reduction measures • Relocation strategy for existing business/industrial occupiers or, where appropriate, accommodation <u>for</u> existing businesses • <u>Providesion</u> of sufficient off-street parking for both commercial and residential development in accordance with adopted local standards
Explanation	<p>4.7.12 This <u>site</u> is an existing employment site, and <u>the allocation</u> <u>any development would be required</u> requires <u>retention of</u> <u>to retain</u> employment uses on this site. However, the identification of the site <u>as an opportunity site</u> <u>in the DMP</u> reflects that there is some existing conflict between the more intensive industrial uses on the site and the surrounding residential area and <u>seeks to</u> <u>this should be addressed</u> <u>this</u>, whilst making more efficient use of the site.</p> <p>4.7.13 This site would provide a good opportunity for intensification of an existing previously developed site in an accessible location with good access to services and transport; the site is reasonably close to Reigate town centre, <u>and</u> Reigate rail station, <u>and</u> <u>with</u> good access to the M25.</p> <p>4.7.14 The <u>immediate</u> access <u>to the site</u> is relatively constrained <u>via</u> <u>congested</u> <u>through</u> residential roads.</p> <p><i>[Insert additional paragraph after paragraph 4.7.14]</i></p> <p><u>The site is partially affected by surface water flood risk, is adjacent to the railway line and has potential land contamination, all of which will need to be taken into consideration, and mitigated as appropriate, in any scheme.</u></p>

Policy / paragraph	Suggested DMP Modification
	Policy SSW2: Land at Sandcross Lane, South Park, Reigate
Policy	<p>Source: HELAA Ref: SPW04 and SPW13</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> • Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Earlswood and Redhill Common bBiodiversity eOpportunity aArea • Measures to manage and reduce surface water run-off, including a comprehensive system of SuDS • Additional tree or hedgerow planting along the northern boundary to strengthen the gGreen bBoundary. <p>Infrastructure: Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices Lane Road. Where necessary, <u>the applicant will need</u> to contribute to any improvements and interventions required, with respect to the impact of additional traffic on <u>the</u> safety, capacity and efficiency of this junction.</p>
Explanation	<p>4.7.16 The Sandcross Lane site is located to the western side of Sandcross Lane, a short distance to the east of the Woodhatch local centre.</p> <p>4.6.18 Development <u>of the site</u> would result in the loss of actively managed agricultural land. <u>and t</u>Key <u>considerations include here are the</u> localised issues with surface water flooding on the site and in the surrounding area. 4.7.19 Development could have adverse traffic impacts on <u>the</u> rural road network and create some additional pressure on surrounding junctions, particularly the Woodhatch junction.</p> <p>4.6.18 Development <u>could help to has potential to</u> enhance local green infrastructure/ biodiversity value and provide <u>publically accessible</u> open space to complement adjoining sports facilities. There is also scope for development to expand and improve the viability of existing community facilities and local services (including health <u>and</u> youth <u>facilities</u>, and local shops).</p>

Policy / paragraph	Suggested DMP Modification
	<p>4.7.17 The hedgerows which bound the site on Slipshatch Road, Whitehall Lane and Sandcross Lane are important <u>undesignated</u>-historic landscape features and form a group with neighbouring hedgerows., and <u>These</u> should be retained as green lane/green corridors with <u>enhanced</u> with a suitable landscaped buffers using to achieve a 'parkway' principle approach. The 'parkway' approach aims to screen development from roads surrounding the site using a wide vegetation buffer to keep the character of the existing country lanes as a transition to, and lessening the urbanisation of, the countryside.</p>
	<p>Policy SSW6: Land west of Castle Drive, Reigate</p> <p>Allocation: Residential: approximately 10 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> • Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Earlswood to Redhill Common <u>Biodiversity Opportunity Area</u> • Ensure an appropriate transition to <u>the</u> adjoining countryside, including consideration of <u>the</u> setting of the backdrop to the Hartswood Manor approach drive. • Measures to manage and reduce surface water run-off including a comprehensive system of SuUDSs • Additional tree or hedgerow planting along the western boundary to strengthen the <u>Green Belt</u> boundary. <p>Infrastructure:</p> <ul style="list-style-type: none"> • Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/ A217 Dovers Green Road/Prices Lane. Where necessary, <u>the applicant will need to contribute to any improvements and interventions required, with respect to the impact of additional traffic on the safety, capacity and efficiency of this junction.</u>
Explanation	<p>4.7.22 This site comprises an area of land o the southern edge of Woodhatch. The land <u>west of</u> at Castle Drive comprises</p>

Policy / paragraph	Suggested DMP Modification
	<p>4.7.23 To the north of the site, there are localised issues with surface water flooding and a very small area is within Flood Zones <u>2 and/ 3</u> .</p> <p>4.7.24 There is scope for development to improve green infrastructure linkages with the surrounding countryside, and to formalise existing areas of amenity open space.</p>
	Policy SSW7: Hartswood Nursery, Reigate
Policy	<p>Site area:-Total: <u>1.06</u> ha</p> <p>Requirements: <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, reflecting the Earlswood to Redhill Common bBiodiversity eOpportunity aArea Measures to manage and reduce surface water run-off including a comprehensive system of <u>SuDS</u> SUDs Protection of existing trees and hedgerows; particularly <u>those</u> fronting onto the A217 Design measures to protect the setting of adjoining listed buildings, and including the Hartwood Manor approach drive. A Full contamination survey and land remediation measures as appropriate Additional tree or hedgerow planting along the western and southern boundaries to strengthen the gGreen Belt boundary. <p>Infrastructure:</p> <ul style="list-style-type: none"> Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices LaneRoad. Where necessary, <u>the applicant will need</u> to contribute to any improvements and interventions required, with respect to the impact of additional traffic on the safety, capacity and efficiency of this junction.
Explanation	<p>4.7.26 This site comprises a small area of land on the southern edge of Woodhatch. Hartswood Nursery and comprises an existing residential dwelling and area of adjoining land sometimes used for grazing. The Hartswood Nursery site fronts onto the A217, with a small common land verge in between <u>the site and the road</u>. and is adjacent to two Grade II listed buildings.</p>

Policy / paragraph	Suggested DMP Modification
	<p>4.7.28 There is also the need to protect setting of the Grade II listed buildings fronting onto Dovers Green Road.</p> <p>4.7.29 Design of any development would need to include a buffer zone on the boundary with the common on the east side to preserve the rural setting. <u>The site is adjacent to two Grade II listed building which front onto Dovers Green Road.</u> Any development would also need to respect the setting of these nearby listed buildings, including development being of an appropriate scale and form, with an appropriate landscape backdrop.</p> <p>4.7.30 In addition, the southern and western boundaries form part of the approach to Hartswood mManor and would require an approach buffer zone and form to respect the green setting of this approach.</p>
	Policy SSW9: Land at Dovers Farm, Woodhatch, Reigate
Policy	<p>Requirements <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and reflecting the Earlswood and Redhill Common bBiodiversity eOpportunity aArea and River Mole Biodiversity Opportunity Area Measures to manage and reduce surface water run-off including a comprehensive system of <u>SuDSSUDs</u> Design measures to protect the setting of <u>the adjoining listed buildings</u> <u>Protect and respect the appearance of the common land verge</u> Protection of existing trees and hedgerows; in particular the aarea of woodland along Lonesome Lane should be retained Additional tree or hedgerow planting along the southern boundary to strengthen the <u>G</u>reen <u>B</u>elt boundary <p>Infrastructure:</p> <ul style="list-style-type: none"> Submission of a Transport Assessment as part of a planning application, to include consideration of impacts on the junction of Woodhatch Road/A217 Dovers Green Road/Prices <u>L</u>ane <u>R</u>oad. Where necessary, <u>the applicant</u>

Policy / paragraph	Suggested DMP Modification
	<u>will need</u> to contribute to any improvements and interventions required, with respect to the impact of additional traffic on <u>the</u> safety, capacity and efficiency of this junction...
Explanation	<p>4.7.32 The Dovers Farm site is located on the southern edge of Woodhatch, adjacent to Ashdown Road.</p> <p>It is a short distance to the south of the Woodhatch local centre and close to Dovers Green School.</p> <p><i>[Insert new paragraph after paragraph 4.7.33]</i></p> <p><u>To the south of the site, there are localised issues with surface water flooding and a very small area is within Flood Zones 2 and 3, which should be taken into account and addressed as part of any scheme.</u></p>
	Section 3D: Area 3 – The Low Weald
	Figure 6- 4: Area 3 – Core Strategy Key Diagram for The Low Weald
	4.8.1 The Core Strategy identifies Horley (the main town in Area 3) as a focus for moderate growth and <u>for</u> improvements to the town centre.
	<p>4.8.5</p> <p>Table 10: <u>Figure 7:</u> Development in Area 3 (Core Strategy)</p> <p><i>[Update table to reflect the updated Retail Needs Evidence]</i></p> <p><u>* The retail floorspace requirements have been updated in accordance with Table 3 to reflect updated evidence within the 2016 Retail Needs Assessment</u></p>
	Policy HOR1: High Street Car Park, Horley, RH6 7BN
Policy	<p>Allocation: Residential: approximately 40 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Design to ensure satisfactory residential amenity due to proximity to <u>the</u> railway line, including appropriate noise reduction measures • Provision of appropriate <u>level of off-street</u> parking for proposed uses

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> • Development proposals to consider <u>Assessment of town centre parking needs to inform need for retention or re-provision of parking spaces</u> • Improvements to the existing subway adjacent to the site to provide a pedestrian and cycle link to Horley <u>Rail Station</u>.
Explanation	<p>4.8.6 This site is situated in a highly accessible location with very good access to public transport and is located within <u>Horley's the proposed p Primary s Shopping aArea of Horley</u>.</p> <p>4.8.7 ...provide an appropriate setting to the g<u>Grade II</u> listed Goods Shed, including protection of views to the end P<u>pediment</u>, by appropriate siting and scale of buildings.</p> <p><i>[insert additional paragraph after 4.8.8]</i></p> <p><u>The east edge of the site is partially at risk from surface water flooding which should be considered as part of any scheme</u></p>
	Policy HOR3: Horley Police Station, 15 Massetts Road, Horley, RH6 7DQ
Policy	<p>Allocation: Residential: approximately 20 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Consideration of, and adequate provision for, residential parking needs <u>Provide sufficient off-street parking.</u>
Explanation	<p>4.8.9 The site is located in an accessible location, within <u>Horley's the proposed p Primary s Shopping aArea of Horley</u>.</p> <p>4.8.10 The site has been marketed for disposal in the recent past and is located adjacent to a locally listed building and <u>The site also forms the part of the setting and approach to Massetts Road Conservation Area. The building is of some character and</u> any development should therefore seek to retain the facade as well as having regard to the character of the Conservation Area in design and materials.</p>

Policy / paragraph	Suggested DMP Modification
	Policy HOR5: Horley Library, Victoria Road, Horley, RH6 7AG
Policy	<p>Allocation: Residential: approximately 35 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Retention or relocation of <u>the existing library</u> • Consideration of, and adequate provision for, residential parking needs <u>Provision of adequate off-street parking</u>
Explanation	<p>4.8.12 The site is located in a highly accessible location, within <u>Horley's the proposed p Primary s Shopping aArea of Horley</u>.</p> <p>4.8.14 Land to the rear of the library <u>is</u> partially at risk from surface water flooding which should be considered as part of any scheme.</p>
	Policy HOR6: 50 – 66 Victoria Road North, Horley, RH6 7PZ
Explanation	4.8.21 The site is located in a highly accessible location, within <u>Horley's the proposed p Primary s Shopping aArea of Horley</u> .
	Policy HOR7: Telephone Exchange, Horley, RH6 7AS
Explanation	4.8.23 The site is located in an accessible location, adjacent to <u>Horley's the proposed p Primary s Shopping aArea of Horley</u> .
	Policy HOR8: Former Chequers Hotel, Bonehurst Road, Horley, RH6 8PH
Policy	<p>Source: <u>N/A-HELAA Ref: HC17</u></p> <p>Allocation: Residential: approximately 45 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p>

Policy / paragraph	Suggested DMP Modification
Explanation	<p>4.8.15 The site is located in an accessible location, with <u>good accessibility</u> to local facilities and bus services.</p> <p>4.8.16 It is partially affected by surface water flooding risk, and there are protected trees on the road frontage with Horley Row.</p>
	Policy HOR10: 59-61 Brighton Road, Horley, RH6 7HJ
Policy	<p>Source: HELAA Ref: <u>HW10</u></p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p>
Explanation	<p>4.8.18 The site is location in an accessible location close to local facilities.</p> <p>4.8.19 The site is partially affected by surface water flooding risk and is located adjacent to busy cross roads, which would need to be taken into account in <u>the design of</u> any scheme.</p> <p>4.8.20 The site is opposite a locally listed building and <u>any development proposal</u> would need to have regard to the setting, <u>Any development proposal would also need to as well as respecting</u> the setting of the war memorial to the north.</p>
	Policy HOR6: 50-66 Victoria Road North, Horley, RH6 7PZ
Policy	<p>Source: N/A <u>HELAA Ref: HC35</u></p> <p>Suggested uses: <u>Allocation:</u> Residential: approximately 25 new homes</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • Consideration of, and adequate provision for, residential parking needs Provide adequate off-street parking.
Explanation	<p>4.8.21 The site is located within a highly accessible location, within the proposed primary shopping area of Horley and close to the rail station.</p>

Policy / paragraph	Suggested DMP Modification
	4.8.22 The site Its redevelopment provides the potential to continue regeneration of this part of town, following developments such as Russell Square
	Policy HOR7: Telephone Exchange, Victoria Road South, Horley, RH6 7AS
Policy	<p><u>Suggested uses:</u> Allocation: Residential: approximately 30 new homes</p> <p>Requirements: The proposed layout must make provision for and allow for all of the following: <u>-Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> • <u>Provide sufficient off-street car parking</u> • <u>Consideration of, and adequate provision for, residential parking needs</u>
Explanation	<p>4.8.23 The Ssite is located in an accessible location, adjacent to <u>the</u> primary shopping area of Horley.</p> <p>4.8.24 The Availability of <u>this site</u> has not been confirmed but development is likely to be dependent upon adequate alternative provision for existing operational uses.</p>
	Policy NWH1: Land at Meath Green Lane, Horley
Policy	<p>Allocation: The site is allocated for: Residential: approximately 75 new homes ..</p> <p>Requirements: The proposed layout must make provision for and allow for all of the following: <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> • Deliver biodiversity and green infrastructure enhancements, including links to the wider countryside, and reflecting the River Mole <u>(and tributaries)</u> Biodiversity Opportunity Area • Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land <u>provided safeguarded</u> 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 <u>SUDs</u> <u>SuDS</u>

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> • An Appropriate archaeological survey, and measures to protect/record interest features as required. <p>Infrastructure:</p> <ul style="list-style-type: none"> • Upgrading of pedestrian/cycle routes, including Footpath 410 which runs along the boundary of the site • Measures to ensure the development has appropriate access to proposed-the North West Sector bus routes and links into pedestrian/cycle routes to the planned-neighbourhood centre.
Explanation	<p>4.8.26 The land at Meath Green Lane is located on the northern edge of the Horley North West new-neighbourhood, and adjoins the Riverside Green Chain.</p> <p>4.8.27 To the north, the site is bounded by the Burstow Stream, with open countryside beyond. The Burstow Stream means the north of the site is partially affected by fluvial flood risk (Flood Zones 2 and 3) due to the proximity to the Burstow Stream, and development will be required to be located outside of flood-prone area this.</p> <p>4.8.28 There are Grade II listed buildings and an area of archaeological potential located within the site which will need to be considered in any development proposal as well. Additionally, the hedge-lined lane has a character as an undesignated historic landscape and new development should be designed to be set back behind a buffer to the lane to respect this character.</p> <p>4.8.29 There is a reliance on The development of this site relies upon the delivery of the North West Sector infrastructure for highway access and local facilities. but does provide However, proximity to the North West Sector also provides but does provide the potential to integrate development on this site physically and functionally with the North West Sector.</p> <p>4.8.30 Development of the site would There is also provide an the opportunity to secure completion of the publicly accessible Riverside Green Chain, to the north of Horley.</p>
	Policy NWH2: Land at Bonehurst Road, Horley
Policy	<p>Source: HELAA Ref: SS02-HW03</p> <p>Requirements:</p>

Policy / paragraph	Suggested DMP Modification
	<p>The proposed layout must make provision for and allow for all of the following: <u>Development will be subject to the following requirements and considerations:</u></p> <ul style="list-style-type: none"> Layout to ensure no development on land within Flood Zones 2 and 3, with flood affected land safeguarded provided 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. <p>Design approach and mitigation requirements:</p> <ul style="list-style-type: none"> Measures to manage and reduce surface water run-off including a comprehensive system of SUDs<u>SuDS</u>
Explanation	<p>4.8.31 The site land at Bonehurst Road is on-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.</p> <p>4.8.32 To the north, the site is bounded by t<u>The Burstow Stream, which bounds the site to the north, is a prominent source of flooding in this area. The Burstow Stream means</u>As a result, the north of the site is partially affected by fluvial flood risk (Zones 2 and 3) and development will be required to be located outside of this.</p> <p>4.8.33 The development of this site would result in the loss of land used informally for public access to countryside, and amenity. However, but the <u>any</u> development would be required to provide public open space as part of the new development. There are also e<u>Electricity pylons which traversing</u>e the north of the site, however these are within the land at risk of flooding where development would not be appropriate.</p> <p>4.8.34 <u>Development of</u> This site would provides the opportunity to secure completion of the publicly accessible Riverside Green Chain to the north of Horley, and 4.8.35 The site also has the potential to incorporate flood measures which would reduce flood risk in the vicinity and along the A23. The Environment Agency is considering future flood alleviation schemes in the Horley area.</p> <p>4.8.36 The site is bound by the grounds of Cambridge Hotel to the north, which is a Grade I listed bBuilding with Grade II curtilage, and there are locally listed buildings on the opposite side of Bonehurst Road. Any</p>

Policy / paragraph	Suggested DMP Modification
	design should retain the hedgerow, shrubbery, understorey and tree line and include a substantial buffer to safeguard the setting of these buildings.
	Policy SEH4: Land off The Close and Haroldslea Road, Horley
Policy	<p>Source: HELAA Ref: US05 and US07 HE13, HE16 and HE36</p> <p>Requirements: <u>The proposed layout must make provision for and allow for all of the following:</u> <u>Development will be subject to the following requirements and considerations:</u></p> <p>Design approach and mitigation requirements</p> <ul style="list-style-type: none"> • Measures to manage and reduce surface water run-off including a comprehensive system of SUDs-SuDS and protection of the ditch network within the site • Additional tree or hedgerow planting along the southern and eastern boundaries to strengthen the green belt boundary boundaries to adjoining countryside.
Explanation	<p>4.8.37 The site, located land-off The Close and Haroldslea Drive, lies lying on the south eastern edge of the town of Horley. An existing residential cul-de-sac and a new housing development at Inholms adjoin the potential site to the west. Extensive open countryside bounds the site to the east. 4.8.38 The site provides a good opportunity to reuse the existing previously developed land on parts of the site.</p> <p>4.8.39 Access to the main road network via The Close is constrained and access improvements will be required. and listed buildings adjoin the site to the north. In addition, land immediately to the south is within the Borough Local Plan Gatwick Open Setting and the Gatwick 57dB LEQ noise contour.</p> <p>4.4.40 The listed buildings adjoin the site to the north, and A any new development should include</p>
	Section 4: Infrastructure to support growth
Para 4.9.3	<p>4.9.3 Core Strategy Policies</p> <ul style="list-style-type: none"> • <u>Policy CS5: Valued people and economic development</u> • <u>Policy CS12: Infrastructure delivery</u>

Policy / paragraph	Suggested DMP Modification
	Policy INF1: Infrastructure
Explanation	<p>4.9.10 Most of the planned development in the borough set out in the Core Strategy and <u>DMP Development Management Plan</u> is fairly small-scale, and the impacts on infrastructure are therefore cumulative. <u>As such, M</u>ost developments are required to contribute to ...</p> <p>4.9.14 To ensure that the planned development can be delivered, <u>we the Council has</u> considered the impacts of the plan policies and required supporting infrastructure on the viability of developments expected over the plan period (<u>ending 2027</u>). Should an applicant demonstrate that, having taken into account these costs in the price paid for the site or site option, a proposed development would not be viable, negotiation of other policy requirements will be considered first, in line with national policy. <u>The Council will work with partners in the delivery of infrastructure, which may include cross-boundary mitigation.</u> -</p>
	Policy INF2: Community facilities
Explanation	<p>4.9.14 This <u>p</u>Policy INF2 <u>builds on amplifies</u> Core Strategy <u>p</u>Policy CS12. Community facilities (such as <u>including</u> public houses, educational facilities, healthcare and community care facilities, child care facilities, meeting halls, libraries, and places of worship) are vital in supporting both new development and existing neighbourhoods, but can often face pressure to be developed for housing or other uses. Community facilities can include <u>these uses</u> which provide a <u>very</u> clear public benefit, but also includes facilities which <u>can</u> facilitate <u>occurrences</u> such as social interaction and community events.</p> <p>4.9.15 The <u>p</u>Policy INF2 recognises the need to protect existing provision of community facilities, while also accepting that in some cases a lack of demand may make it unviable to retain them. The policy sets out the situations in which the loss of a community facility will be considered acceptable, <u>whilst</u> aiming to maintain or improve the overall level of provision across the borough.</p>
	Policy INF3: Electronic Communications networks
Policy	<p>1) The Council will require all new development to be connected with high speed and reliable broadband. <u>To facilitate high speed provision as follows:</u></p> <ol style="list-style-type: none"> Broadband connection <u>should</u> <u>to</u> be directly accessed from the nearest exchange or cabinet; Cabling should be threaded through resistant tubing to enable easy access to the cable for future repair, replacement and upgrading; Exceptional circumstances can apply where applicants can show through consultation with broadband

Policy / paragraph	Suggested DMP Modification
	<p>infrastructure providers, that this would not be possible, practical or economically viable. In these cases an equivalent developer contribution towards off site works will be sought which could enable greater access in the future; <u>and</u></p> <p>d. Other forms of electronic communication infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be provided as appropriate, where possible and viable.</p> <p>2) In addition to adhering to other relevant policies, p Proposals for new telecommunications apparatus (including masts) must be sited and designed sympathetically to minimise the impact on the visual amenity, character and appearance of the surrounding area, <u>coloured and finished appropriately</u>, with provision of screening where necessary. 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.</p>
Explanation	<p>4.9.19 <i>[add as final sentence]....Requirements may be secured through planning conditions or section 106 legal agreements.</i></p> <p>4.9.20 Telecommunications apparatus is also a vital part of providing access to electronic communications networks. However, can—if poorly designed and sited, —it can result in a loss of residential or visual amenity.</p> <p>4.9.21 This pPolicy INF3 recognises that a balance needs to be struck between securing comprehensive coverage whilst safeguarding character, particularly in the most sensitive areas.</p>
Section 5: Managing land supply Phasing of urban extension sites [Main modification to Policy MLS1)	
	<p>What does the Core Strategy says?</p> <p>4.10.1 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.</p> <p>4.10.2 Our <u>The</u> spatial strategy <u>in the adopted Core Strategy</u> 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 areas, in particular to deliver the priorities for regeneration and growth identified in <u>Core Strategy</u> p Policy CS6. Although other unanticipated urban opportunities (<u>windfall sites</u>) may come forward, current housing land supply evidence (Annex 7: Housing Trajectory) indicates that it</p>

Policy / paragraph	Suggested DMP Modification
	will not be possible to accommodate the total level of planned growth within the existing urban area. Broad areas of search for s Sustainable urban extensions to accommodate the additional housing required to deliver the housing target have therefore been identified.
Explanation	<p>4.10.8 The Core Strategy sets out a strategy to meet the borough's identified housing target. The Housing Trajectory (Annex 7) demonstrates how this can be achieved to ensure continuity throughout the plan period <u>ending 2027</u>. The <u>annual</u> Housing Monitor shows that housing delivery has responded so far to meet the key indicator of five years supply of specific deliverable sites and it is important that this level of delivery is maintained to assist in the achievement of sustainable development.</p> <p>4.10.9 The Core Strategy recognises that Ssustainable urban extensions will be needed as part of the housing delivery strategy to support delivery of the borough's housing requirement as set out in Core Strategy Policy CS13.</p> <p>4.10.10 Core Strategy Policy CS13 identifies that sites for sustainable urban extensions within the broad areas of search set out in pPolicy CS6 will be released when such action is necessary to maintain a five year supply of specific deliverable sites. The pPolicy CS13 also notes that the phasing of sustainable urban extension sites will be set out in the DMP and will take account of strategic infrastructure requirements.</p> <p>4.10.11 <u>Core Strategy Policy CS6(3)</u> identifies that the Council will allocate land beyond the current urban area for sustainable urban extensions, based on an assessment of the potential <u>within</u> and <u>sets out</u> the following broad areas of search (in order of priority):</p> <p><i>[4.10.12 – 4.10.14 deleted, and 4.10.15 - 4.10.17 amended as main modifications]</i></p>
	General
Tables, Figures and paragraphs	Re-numbered throughout the document
Whole plan	<i>“dwellings” and “units” / “units of accommodation” have been substituted for “homes” for consistency throughout document</i>
Whole plan	<i>Minor typographical and grammatical errors have been corrected throughout the plan</i>

Policy / paragraph	Suggested DMP Modification
	Annex 1: Glossary
Affordability	<p>The relationship between the cost of a market home that meets that household's needs and their ability to pay for it (usually measured by earnings).</p> <p>An indicator measuring the ability of lower wage earners living in the borough to buy a home in the borough that meets their needs.</p> <p>It is measured by the ratio of the cost of a lower quartile market home to lower quartile (workplace-based) earnings. i.e. how many times a person's salary would be needed to buy a home. The higher the ratio, the less affordable housing is.</p> <p>Affordability is of most concern to those with the lowest earnings, including first time buyers. For this reason affordability is generally measured by comparing the lowest 25 per cent of earnings (of people working in the borough) to the lowest 25 per cent of house prices, which gives the "affordability ratio".</p>
Affordable Housing	<p>Affordable housing:</p> <p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>a) Affordable housing for rent: meets all of the following conditions:</p> <p>(a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);</p> <p>(b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and</p> <p>(c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter</p>

Policy / paragraph	Suggested DMP Modification
	<p><u>home to those with a particular maximum level of household income, those restrictions should be used.</u></p> <p>c) <u>Discounted market sales housing: is sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</u></p> <p>d) <u>Other affordable routes to home ownership: housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</u></p> <p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared</p>

Policy / paragraph	Suggested DMP Modification
	<p>ownership and equity loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.</p>
Agriculture	<p>Includes</p> <ul style="list-style-type: none"> • horticulture, fruit growing, seed growing, dairy farming; • breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land); • the use of land as grazing land, meadowland, osier land, market gardens and nursery grounds; and • the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes, <p>(S.336(1) 1990 Town and Country Planning Act.)</p>
Allocated site	Land that is allocated by the development plan for particular use (s).
Area Action Plan	A planning policy document which focuses on a specific area, often dealing with change or conservation.
Ancient Woodland	Sites that have An area that has been wooded since
Area of Outstanding Natural Beauty (AONB)	An area designated for its nationally-important - of national importance for landscape character and appearance...
<u>Bed spaces</u>	<p><u>The number of people that each bedroom is designed to accommodate for example,</u></p> <ul style="list-style-type: none"> ▪ A single bedroom is a bedroom designed to accommodate one person in a single bed. ▪ A twin bedroom is a bedroom designed to accommodate two people each in a single bed (with no bunk beds). ▪ A double bedroom is a bedroom designed to accommodate two people in one double bed. ▪ A triple bedroom is a bedroom designed to take three people in three single beds, or one double bed and one single bed (with no bunk beds).
<u>Best and most versatile agricultural land</u>	<u>Land in grades 1, 2 and 3a of the Agricultural Land Classification</u>
Biodiversity Opportunity Area	<u>Regionally identified p Priority areas- habitat management improvement based around existing protected wildlife conservation area sites that also include non-designated habitats. Offer potential for achieving more coherent</u>

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	and resilient ecological networks. – where there is the opportunity for restoration and creation of important habitats.
Biodiversity	Variety in living organisms from all sources including, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes the diversity within species, between species and of ecosystems (UN Convention on Biological Diversity definition).
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'
<u>Brownfield Land Register</u>	Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.
Coast to Capital Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. See also 'LEP'. Reigate and Banstead <u>borough</u> is located centrally in the Coast to Capital Local Enterprise Partnership, which extends from Croydon to the South Coast.
Community Facilities	Facilities or services for the community including <u>but not limited to</u> local shops, meeting places, sports venues, cultural buildings, public houses and places of worship (<u>list is not exhaustive</u>).
Community Infrastructure Levy	A <u>planning charge levy</u> on development that local authorities can charge on new developments to help fund the infrastructure needed to support <u>the development of the area growth</u> . The Community Infrastructure Levy <u>will has replaced</u> Section 106 <u>planning obligations as the main mechanism for funding infrastructure related to cumulative development impacts as the main way of securing developer contributions</u> . The CIL was introduced in the borough in April 2016.
Comparison Retail	The selling of <u>non food</u> items not purchased on a frequent basis <u>that purchasers compare on the basis of price and quality before buying</u> . These include clothing, footwear, household and recreational goods.
Conservation Area	Area designated by the <u>local planning authority</u> under the Listed Buildings and Conservation Areas Act 1990 as <u>being of special architectural or historic interest, the character or appearance of which it is desirable to protect</u>

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	<u>and enhance.</u> Council as being of special architectural or historic interest, the character and appearance of which it is desirable to project and enhance.
Core Strategy	The Core Strategy is the <u>first strategic element part</u> of the Local Plan <u>and setting-s</u> out how much growth will take place over the plan period, where it will occur and how it will be delivered sustainably. It also contains policies to ensure the borough's Green Belt, attractive natural environment and valued townscapes are protected and enhanced over the life of the Plan. See also DPD, LDF.
Corporate Plan	Sets out the Council's priorities over the next 4-5 years and how they are going to be achieved.
Development Management Plan	Planning policy document prepared by the Council, which will set out policies to guide the determination of planning applications, and allocated sites for development.
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.
Density	Measure of the number of dwellings per hectare (dph)
Employment uses	Uses as defined within the Use Classes Order that generate employment such as including uses within the B Use Class, and main town centre uses leisure, retail and all B use class development (but excluding housing)
Exception test	The <u>flood risk</u> Exception Test <u>must</u> be applied if...
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 that centres on Gatwick Airport.
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.
Green Belt	<u>A policy designation of largely undeveloped land surrounding a settlement, whose fundamental aim is to prevent urban sprawl by keeping land permanently open. 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</u> <u>Metropolitan Green Belt, the fundamental aim of which is to prevent urban sprawl by keeping land permanently open.</u>
Green / <u>and blue</u>	<u>This refers to a variety of types of green and open recreational space. It includes A multi-functional networks of</u>

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Infrastructure	open spaces, including formal parks, gardens, woodlands, green corridors, waterways , street trees <u>and</u> open countryside, which supports natural and ecological processes and is integral to the health and quality of life of communities.
Gypsies <u>and</u> Travellers and Travelling Showpeople	<p>Gypsies and Travellers are persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.</p> <p>Travelling Showpeople are members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.</p>
Habitable Room	A room used or intended to be used as a living room, bedroom, kitchen / diner (but not kitchen nor bathroom).
Habitats Regulations Assessment (HRA)	<p><u>European designated sites, such as Special Areas of Conservation (SAC) and candidate SACs, Special Protection Areas (SPA) and Ramsar sites are afforded strict protection under the Conservation of Habitats and Species Regulations 2017, known as "the Habitats Regulations".</u></p> <p><u>Competent authorities, such as local planning authorities, have a legal obligation to consider if the impacts of any plan or project, either alone or in combination, would be likely to have a significant effect on a European designated site. The first stage is a Habitats Regulations Assessment (HRA) screening stage, followed by an Appropriate Assessment if needed.</u></p> <p><u>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).</u></p> <p><u>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).</u></p>
Heritage assets	<p>A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.</p> <p><u>These include designated heritage assets such as Scheduled Monuments, Listed Buildings, Registered Park and Gardens, and Conservation Area designated under the relevant legislation; and assets identified by the local</u></p>

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	<u>planning authority (including locally listed buildings).</u>
<u>Housing and Employment Land Availability Assessment (HELAA)</u>	<u>Technical evidence study that informed preparation of the DMP, it assesses the potential of sites to accommodate development, including housing, employment and retail uses over the next five years and the following 10 years.</u>
<u>Housing for older people 's accommodation</u>	<u>Housing capable of meeting the diverse needs of older people and support them in maintaining independence and/or offer differing levels of care. This includes specialist housing such as 'age restricted' housing, sheltered and enhanced sheltered housing, extra care housing and registered care. It can also include mainstream housing which has been designed or adapted to meet the needs of older people and to assist them in retaining their independence for as long as possible; for example bungalows or other homes designed to meet accessibility standards set out in Part M, category 3 of the Building Regulations or Lifetime Homes requirements.</u> <u>Specialist housing to meet the needs of older people; including: sheltered, enhanced sheltered, extra care, registered care, as well as bungalows and general housing, including step-free apartments, adapted to meet the needs of older people and maximising the opportunities for assisting older people to retain their independence for as long as possible, including through meeting accessibility standards set out in Part M, category 3 of the Building Regulations.</u>
Infill Development	Development of a small plot of vacant or underused land between existing buildings, often within an otherwise built-up frontage.
Infrastructure	<u>The physical facilities and services required to support development including roads, schools, medical centres, sports and community buildings, sewage treatment facilities, flood defences, and utilities.</u> <u>New development on vacant or undeveloped land within an existing community, usually bounded by other types of development.</u>
Infrastructure Delivery Plan	Sets out the infrastructure needed to support the delivery of the <u>Development Management Plan -Core Strategy</u> . It includes an Infrastructure Schedule of key infrastructure projects needed, as well as their costs, phasing, funding sources and responsibilities for delivery. <u>The Schedule is also provided as Annex 6 of the DMP.</u>
Local Community Action Plan	<u>Part of the Council's community liaison work, setting out local community's aspirations to guide future policy.</u>
Local Development Documents	Documents that together make up the Local Development Framework. There are different types of Local Development Documents, including Development Plan Documents,

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	Area Action Plans, Supplementary Planning Documents, the Local Development Scheme, and the Statement of Community Involvement.
Local Development Framework	The range of Local Development Documents, which will together form the framework to guide development in the borough.
Local Development Scheme	A project plan setting out the programme for production of Local Development Documents.
Local Enterprise Partnership	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. 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.
<u>Local Area for Play (LAP)</u>	<u>A small landscaped area of open space and play area designed for very young children, under age 6, within 5 minutes safe walking time from where they live. Consideration should be given to use of age specific equipment, furniture and landscape, and enclosed although visually open boundaries.</u>
<u>Locally Equipped Area for Play (LEAP)</u>	<u>Designed for unsupervised play for children of early school age (ages 4-12). Of an open nature to allow for interaction and free play of the children. Equipment placement and choice must be stimulating, allow for creative (imaginative play) joint or social play, and consideration to DDA.</u> <u>Advised to be within 10 minutes safe walking distance from homes, situated again for informal supervision i.e. by well used routes or homes.</u>
Locality	The immediate vicinity and the broad locality within which a site is situated
Local Nature Reserve	Non statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is <u>promoted</u> encouraged.
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.
Monitoring framework	Sets out a series of indicators providing the basis for assessing the achievement towards the objectives of the Core Strategy and Development Management Plan. Performance against indicators <u>is</u> will be published annually in the Council's Monitoring Reports.
<u>Multi Use Games Area (MUGA)</u>	<u>Area for outdoor sports, often with synthetic surfaces and sometimes floodlighting. Positioned no more than 700m from the homes that it serves.</u>
National Planning	A single document setting out <u>streamlined</u> national planning policy and guidance, which has replaced Planning

Policy / paragraph	Suggested DMP Modification
Policy Framework (NPPF)	Policy Statements, Guidance notes and some circulars which local planning policies and plans are required to comply with.
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.
Noise sensitive uses	Any development or area of high amenity which may be susceptible to noise
Neighbourhood Equipped Area for Play (NEAP)	An unsupervised play area serving a substantial residential area and catering users of ages 4-14, although mainly equipped for older children. May include kick-about, skate and gathering areas for teenagers. Located within 15 minutes walk of the homes that it serves, and centrally located.
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.
Permitted Development	Development granted consent on a national basis, including changes of use and minor extensions and alterations that can be implemented without the need to submit a full planning application to the local planning authority.
Pitch (Gypsy and Traveller)	A demarcated residential area of land which generally houses one gypsy and traveller household , and which includes a hard-surface, utility connections, and space for one mobile home or static caravan, one touring caravan, and one car or transit van. It should also include an amenity building, storage space, landscaping and play area, which may be shared between several pitches on one site. An individual pitch on a Gypsy and Traveller site.
Planning obligations	See Section 106
Plot (Travelling showpeople)	A demarcated mixed-use area of land which generally houses one travelling showpeople's household with storage space for equipment, and which includes a hard-surface, utility connections, and space for a caravan, trailer, mobile home and storage space for equipment. It should also include an amenity building, storage space, landscaping and play area, which may be shared between several plots on one yard. An individual pitch on a Travelling showpeople site.

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Previously developed land	<p>Often referred to as 'brownfield land'.</p> <p>Land is that which is or was occupied by a permanent structure, including the curtilage of the developed land (<u>although it should not be assumed that the whole of the curtilage should be developed</u>) and any associated fixed surface infrastructure. <u>This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.</u></p> <p><u>Definition excludes some land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.</u></p>
<u>Registered Historic Parks and & Gardens</u>	<p>A park or garden of historic interest. <u>These may be subject to statutory listing by Historic England or of local interest, identified by the Borough Council.</u></p> <p><u>Designation is a 'material consideration' in the planning process, so that the impact of proposed development on the landscapes' special character must be considered.</u></p> <p><u>Graded I (highest quality), II* or II. These are designated by English Heritage. A type of heritage asset.</u></p>
Renewable energy	<p>Renewable energy covers Those energy flows that occur naturally and repeatedly in the environment; from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.</p>
Residential Area of Special Character (RASC)	<p>These are <u>Low density</u> residential areas which retain a special character of substantial dwellings in spacious grounds <u>of mature green landscaping</u>.</p>
Safeguarded land	<p>Land that is safeguarded for potential development after the end of the current plan period, subject to a subsequent Local Plan review. This land cannot be developed in the interim in any way that might prejudice the delivery of such a future development.</p>
Saved policies	<p>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.</p>
Scheduled Ancient Monument	<p>Buildings or earthworks above or below ground whose preservation is of national importance because of their historic, architectural, traditional, or archaeological interest. A type of <u>designated</u> heritage asset.</p>
<u>Safeguarding Zone</u>	<p><u>An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to which specific safeguarding provisions apply</u></p>

Policy / paragraph	Suggested DMP Modification
<u>Section 106 planning obligation</u>	A legal agreement between a planning authority and landowner associated with the grant of planning permission, to secure measures to make a development acceptable <u>and / or to prescribe the detailed type of the development.</u> Often used to secure the provision of infrastructure.
<u>Sequential test (for flood-risk areas)</u>	A national planning policy requirement that seeks to steer new development to areas with the lowest probability of flooding. In demonstrating that the requirements of the sequential test have been met, proposals should refer to the NPPF and Planning Practice Guidance, and the Environment Agency Flood Map.
<u>Sequential test (for main town centre uses)</u>	A national planning policy requirement for development proposals of main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.
<u>Site of Nature Conservation Importance (SNCI)</u>	Areas which are of county or regional wildlife value on account of their flora and fauna.
<u>Site of Special Scientific Interest (SSSI)</u>	<u>Sites designated by Natural England under the Wildlife and Countryside Act 1981 Areas notified by Natural England as being of special interest</u> for their plants, animals, or geological and physiological features.
<u>Special Area of Conservation (SAC)</u>	<u>Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites. A site of European importance for nature conservation, classified under the EU Habitats Directive.</u> Part of the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) is within Reigate and Banstead borough.
<u>Statement of Community Involvement</u>	<u>Sets out who, how and when the Council involve people in the preparation of planning policy documents and in the consideration of planning applications.</u>
<u>Strategic environmental assessment (SEA)</u>	<u>A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.</u> <u>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.</u>
<u>Strategic Environmental Assessment</u>	<u>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.</u>

Policy / paragraph	Suggested DMP Modification
Strategic Flood Risk Assessment (<u>SFRA</u>)	<u>Technical evidence study that informed preparation of the DMP.</u> Part of the evidence base Used to inform decisions on the location of development and policies for flood risk management. The report is in two parts, Level 1 and Level 2.
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.
Strategic Housing Market Assessment (<u>SHMA</u>)	Part of the evidence base; <u>Technical evidence study that informed preparation of the DMP.</u> Estimates It analyses <u>the housing need and demand, considers future trends and identifies the housing needs and accommodation requirements of particular groups.</u>
Supplementary Planning Document (SPD)	A document that <u>adds detail to policy in the development plan. They are capable of being a material consideration in planning decisions, but are not part of the development plan.</u> expands on an adopted policy to provide further guidance or technical information.
Surrey Connects	The economic partnership for Surrey.
Surrey County Council	The county council under which Reigate & Banstead Borough Council falls. Provides a wide range of services, including responsibilities for minerals and waste planning and transport planning.
<u>Sustainable development</u>	<u>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.</u>
Sustainable Drainage Systems (SuDS)	<u>Drainage systems designed to reduce flooding impacts from development control by managing surface water runoff close to where it falls and mimic</u> <u>using mimics</u> <u>of natural drainage systems, such as ponds and swales, and using permeable materials for hard surfaces.</u> As closely as possible, with the intention of reducing flood risk.
Sustainable Urban Extension (SuE)	<u>An extension to an urban area at its edge (of predominantly housing development) located on countryside land forming the new urban boundary.</u> <u>Development (largely housing) located beyond, but adjacent to the existing urban area.</u>
Sustainability Appraisal	<u>A mandatory legal requirement designed to ensure that the likely social, environmental and economic impacts of planning policies and proposals are assessed and considered by decision-makers.</u>
<u>Town Centres</u>	<u>Areas defined on the policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.</u>
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies <u>what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and what measures that will be needed to</u>

Policy / paragraph	Suggested DMP Modification
	be taken to deal with the anticipated transport impacts of the development.
Travel plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through prescribed actions and which is articulated in a document that is regularly reviewed.
<u>Travelling Showpeople</u>	<u>Travelling Showpeople are members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.</u>
<u>Tree Preservation Order</u>	An order made in accordance with legislation to preserve trees of high amenity value and prevent felling or pruning without consent.
Urban Open Space	<u>Green open space in the urban areas which contributes to the quality of life and / or visual amenity of the area. This designation continues the Urban Open Land designation from the 2005 Borough Local Plan.</u>
Use Classes	[all Use Classes text deleted]
Viability (development)	A measurement of whether a development would generate an acceptable return to a developer and a land value sufficient to persuade the landowner to sell the land for development proposed once all of the development costs (including compliance with policies) have been accounted for. the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements, when taking account of normal cost of development and mitigation, provide competitive returns to a willing landowner to enable the development to be deliverable.
Viability (town centre)	The capacity of a town / local centre to attract investment and to adapt to changing requirements and trends.
Washed over	Settlements that are included in the Green Belt
Windfall	Sites not specifically identified (allocated) in the development plan. <u>Windfall sites are potential housing sites which have not been specifically identified as available in the Local Plan process. They normally comprise of sites that have unexpectedly become available for a residential use.</u>
Annex 2: Superseded Policies Saved Policies	
	DES6 : Affordable Housing Ho2 Yes (CS15) RET1: Development in town centre frontages Sh12
Annex 3: Marketing requirements	
	These marketing requirements apply to Policies:

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> • EMP4: <u>Safeguarded employment land and premises</u> • RET2: <u>Town centre frontages</u> • RET3: <u>Local centres</u> • <u>RET4: Loss of shops outside designated centres</u> • INF2: <u>Community facilities</u> • NHE6: <u>Reuse and adaptation of buildings in the Green Belt and the Rural Surrounds of Horley</u> <p><i>[paragraph 4]</i> Active marketing should all include all of the following as a minimum:</p> <p><i>[bullet points 1-3 unchanged]</i></p> <p><i>[Move 4th bullet point from list and to become new paragraph below the list]</i></p> <ul style="list-style-type: none"> • Registration of property with at least one reputable commercial property agents. • <u>Making P</u>roperty details / particulars available to enquirers on request. • <u>Property m</u>arketing ed the property for the appropriate use(s) or uses as defined by the relevant planning policy. • <u>Property m</u>arketing ed at a reasonable price in relation to use, condition, quality and location. <p><i>[Second bullet list of Annex 3; capitalise the start of each sentence]</i></p> <p><i>Final paragraph:</i></p> <p>It is proposed that T The grant of planning permission for a change of use or redevelopment to a use not specified in Policies RET2, RET3, or RET4 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.</p>
	<p>Annex 4: Parking Standards</p> <p>The Council's proposed local parking are based on Surrey County Council's Vehicular and Cycling Parking Standards (2018), although the residential parking standards have been updated-adjusted to better reflect the Reigate and Banstead borough context.</p> <p>Size requirements Parking space dimensions</p>

Policy / paragraph	Suggested DMP Modification
	<p>Car parking</p> <p>Off-street Car parking space</p> <ul style="list-style-type: none"> - The minimum dimension of an off-street car parking ... - 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 <u>must have</u> the minimum internal dimensions <u>of must</u> be 3.25 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, planning conditions will be applied prohibiting them from being converted to habitable accommodation. <p>Lorry parking</p> <ul style="list-style-type: none"> • A lorry space should be <u>Minimum of 15 metres long by 3.5 metres wide.</u>
	<p>Residential standards</p> <p>For residential developments the parking standards are 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 standards are provided as a guide and they may be varied at the discretion of the Council to take into account specific local circumstances.</p> <p>Table: <u>Type of home</u></p> <p>1 <u>bedroom</u> flats</p> <p>2 <u>bedroom</u> flats</p> <p>....</p> <p>4+<u>bedroom</u> houses</p> <p><u>Notes:</u></p>

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> The term 'house' covers includes houses and bungalows, the term 'flat' covers includes a flat, maisonette or apartment. <u>For schemes of 5 or more dwellings, 1 visitor parking should be provided for each 5 dwellings (i.e. 15 dwellings should have 3 visitor parking spaces, etc)</u> Developments may use entirely allocated parking, entirely unallocated parking, or a mixture of the two to meet the minimum standards. Developments are encouraged to include some unallocated parking, especially in areas of higher accessibility. If the number of unallocated spaces is less than 50% of the total number of spaces proposed, add 0.2 unallocated spaces per housing unit should be added to account for visitor parking. Unallocated parking should only be available for residents of the development and their visitors, not for general use. Final calculations should always be rounded upwards to the nearest full parking space. A lower amount of parking may be required appropriate in areas within or close to town centres. Garages will only be counted as car parking spaces if they are a minimum of 3.5 <u>3.25m</u> by 6m. Car ports are encouraged instead of in preference to garages. Where garages are intended to count toward parking provision, conditions may be applied prohibiting them from being converted to habitable accommodation. <p><i>[text moved from later in Annex 4]</i></p> <p><u>Disabled residential parking</u></p> <ul style="list-style-type: none"> Allocated spaces should be suitable and accessible to disabled users. Where unallocated communal parking is provided, 5% of spaces should be reserved for disabled users, rounded upwards to the nearest 1 space (providing a minimum of 1 disabled space)
	<p><u>Accessibility Level</u></p> <p>These residential car parking standards vary depending on the are based on three different levels of accessibility of the site. This will require the a Applicants should to assess the accessibility level of their site development using the below assessment form table; and maps below. A tool-kit to calculate the minimum car parking for residential developments is available on the Council's</p>

Policy / paragraph	Suggested DMP Modification
	<u>website at www.reigate-banstead.gov.uk/dmp.</u>
Accessibility Table	<p>Categories</p> <p>Walking Distance from Town centre boundary</p> <p>Walking Distance from Local centre boundary (only <u>use applicable</u> if distance from town centre boundary is greater than 1,601m or more)</p> <p>Walking Distance from nearest train station</p> <p>Nearest train station : Redhill, <u>Gatwick Airport</u></p>
	<p>Any Locations in the borough <u>can should</u> be checked against these criteria and assigned a <u>total accessibility</u> score on a scale from 0 to 15 (because a location cannot score in both the town centre and local centre criteria). The location <u>can should</u> then be assigned to <u>one of the following an-a Accessibility category Levels as follows:</u></p> <ul style="list-style-type: none"> • 0-5 points – low accessibility • 6-10 points – medium accessibility • 11-15 – high accessibility <p><u>An interactive map that combines the categories above and provides a composite accessibility score is available on the Council's website at www.reigate-banstead.gov.uk/dmp.</u></p> <p><u>The following M maps have been produced showing walking distances from train stations and town and local centre boundaries in line with these criteria.</u></p>
	<p>Non-residential standards <i>[amend text underneath the table as follows]</i></p> <p>Note:</p> <p>Within and adjacent to town centres, lower levels of parking will be considered acceptable, subject to proportionate justification, which could be based upon <u>expected to be lower taking account of:</u></p> <ul style="list-style-type: none"> • Public transport accessibility • Walking and cycling accessibility

Policy / paragraph	Suggested DMP Modification
	<ul style="list-style-type: none"> • Staff numbers • Opening hours • Shift patterns • Potential for car sharing • Existing parking provision in the town centre
	<p><i>[text regarding disabled residential parking standards moved to earlier in Annex 4]</i></p> <p>Disabled Parking</p> <p>Residential parking: Allocated spaces should be suitable and accessible to disabled users. Where unallocated communal parking is provided, 5% of spaces should be reserved for disabled users, rounded upwards to the nearest 1 space (providing a minimum of 1 disabled space)</p> <p>Disabled Non-residential parking: An additional 5% of total parking spaces should be allocated for disabled users (rounded upwards to the nearest 1 space) or a minimum of 1 space per 750m² (whichever is the greater). Disabled car parking spaces should be a minimum of 5m by 3.6m, and should be located close to an accessible entrance.</p>
	<p>Annex 5: Residential Areas of Special Character (RASC) descriptions and densities</p>
	<p><i>[Reformat Annex 5 from table to list format]</i></p> <p>Average dwelling density (dph): <u>Average plot density</u> Number of plots per hectare:</p> <p>Retained RASC Designations</p> <p>Meath Green Lane, Horley <i>[Bullet one] Dwellings set within large curtilages with mature gardens, including mature trees, shrubs and hedges around each individual plots and their setting and along boundaries with some small wooden fencing and low brick/ stone walls</i> <i>[delete last bullet]</i></p> <p>Pilgrims Way and Beech Road, and Manor Road, Reigate</p>

Policy / paragraph	Suggested DMP Modification
	<p>[last bullet] Some infilling and redevelopment is consistent with the surrounding area retaining spaciousness and similar sized curtilages, leafiness landscaping and established verdant soft landscaping.</p> <p>New RASC boundary extensions</p> <p>The Avenue (extended to include the top section of Downs Way that adjoins the Avenue, and up to Avenue Close), Tadworth</p> <p>[amend bullet points 1, 3, 5, and 7 as follows]</p> <ul style="list-style-type: none"> • Plots and housing density figures do not don't include proposed boundary extended section area of The Avenue <u>RASC</u> (to include Downs Way and adjoin section of The Avenue currently not in the RASC boundary). • Dwellings set 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 • Character of <u>the extended area</u> is relatively unchanged without RASC designation and has similar characteristics to other parts of The Avenue which have been already designated as a RASC for some years - therefore should be included in proposed RASC boundary extension. • 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>Walpole Avenue (extended to include Coulsdon Lane, High Road, and part of Starrock Lane), Chipstead</p> <p>[amend bullet points 3, and 6 as follows]</p> <ul style="list-style-type: none"> • 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 • Large and spacious detached plots which are generally set back from the road with mature verdant soft landscaping • Character of <u>the area newly designated as</u> is relatively unchanged without RASC designation and has similar characteristics to existing those areas originally designated as RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension. • Very little infilling and redevelopment is consistent with the surrounding area with similar sized curtilages and

Policy / paragraph	Suggested DMP Modification
	<p>mature verdant soft landscaping. Retains existing character and setting of the surrounding area including the <u>existing RASC</u> at Walpole Avenue.</p> <p>New designations</p> <p>Court Hill, Chipstead <i>[amend bullet points 4 and 6 as follows]</i></p> <ul style="list-style-type: none"> • The RASC boundary excludes lower section of Outwood Lane <u>frontage fronting onto Outwood Lane with which has</u> higher density buildings and smaller plots and curtilages • Infilling and redevelopment on Outwood Road has altered the character. The curtilage and plots are smaller. This part has been excluded from the proposed RASC boundary. • Highfield <u>has been</u> <u>is</u> excluded from the proposed RASC boundary, <u>as</u> while it does have the spacious plots and some large curtilages, <u>it is</u> <u>and concrete landscape</u> dominated by <u>concrete</u> 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>Hollymead Road, Bouverie Road, Coulsdon Lane and How Lane, Chipstead <i>[amend bullet point 3 as follows]</i></p> <ul style="list-style-type: none"> • Character is relatively unchanged <u>without outside of the</u> RASC designation and has similar characteristics to existing RASC at Walpole Avenue, therefore should be included in proposed RASC boundary extension. <p>Alcocks Lane and Waterhouse Lane, Kingswood <i>[amend bullet point 6 as follows]</i></p> <ul style="list-style-type: none"> • Some infilling and redevelopment is consistent with the surrounding area. <u>Exclude A small section around Long Orchard has been left out of from proposed the RASC boundary as these are the flats are not of same character as RASC. 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.</u> <p>Copt Hill Lane and Furze Hill, Kingswood <i>[amend bullet point 5 as follows]</i></p> <ul style="list-style-type: none"> • Some infilling and redevelopment is consistent with the surrounding area. <u>Exclude A small section around</u>

Policy / paragraph	Suggested DMP Modification
	<p>Long Orchard has been left out of from proposed the RASC boundary as these are the flats are not of same character as RASC. 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>Tadorne Road, Tadworth <i>[move bullet point 1 to end of the list; delete bullet point 5, and amend bullet point 6 as follows]</i></p> <ul style="list-style-type: none"> • Character of proposed RASC boundary has seen relatively little change without RASC designation and meets the RASC criteria. • The lower section of Tadorne Road adjoining Shelves Way is predominately 1930s style suburban housing with higher densities and smaller plots and curtilages, therefore it has been excluded from the proposed new omitted from the RASC boundary. <p>Seale Hill, Reigate</p> <ul style="list-style-type: none"> • Seale Hill is a wide road with large houses set back from the road on single plots. It is <ins>has</ins> abundant in mature green vegetation and trees. • Buildings were <ins>are</ins> set back and have distinctive boundary treatments for RASCs. • Site visits revealed that the street fitted RASC criteria in terms of spaciousness of plots (low-density) and abundance of vegetation.
	Annex 6: Infrastructure Delivery Schedule
Introductory paragraph	<p><i>[First paragraph unchanged]</i></p> <p>Officers have produced This schedule <ins>has been produced</ins> in liaison with infrastructure providers active within the borough, <ins>including</ins>. These providers include Surrey County Council, Highways England, Network Rail, the National Health Service Commissioning Board and Clinical Commissioning Groups, and utility companies. Officers continue to work with Surrey County Council regarding highways mitigation schemes, and other infrastructure providers., and may update this Schedule before submission of the DMP for examination. The Infrastructure Delivery Plan Schedule may also be updated as more detail becomes available regarding the infrastructure projects, including details from infrastructure providers' investment plans.</p> <p>The Council will use its Community Infrastructure Levy (CIL) <ins>income funds</ins> (from developers) to help provide and</p>

Policy / paragraph	Suggested DMP Modification
	<p>improve infrastructure to mitigate the cumulative impact of, and to support development across the borough. This will supplement public funding provided from the Coast to Capital Local Enterprise Partnership (LEP), Education and Skills Funding Agency (EFSA), the Environment Agency (EA), Highways England (HE), Department for Transport (DfT) and Surrey County Council (SCC) as the local education authority and the highway authority for the borough's local road network.</p> <p>Section 106 planning obligations and Section 278 highways agreements will continue to be used to secure and fund infrastructure needed to support any one specific development, including on-site public open space and play provision, private cultural leisure and sports facilities, as well as other site-specific infrastructure relating to Horley North West Sector.</p> <p>The Council's Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List sets out the Council's intentions for use of CIL and S106 to fund and provide infrastructure, <u>to be replaced from 2020 by its annual Infrastructure Funding Statement</u>.</p>
Table: second column Heading	Infrastructure Type/ Infrastructure Project
Scheme Ref SRN1	Cost .. Balance funded by from the developer
Scheme Ref SRN2	Need .. The scheme will potentially to-be included within.....
Scheme Ref LRN2	Infrastructure .. <u>Signalised Signalisation of the junction of the Woodhatch</u>
Scheme Ref LRN6	Infrastructure .. Improvements to the junctions of Dovers Green Road / Sandcross Lane and Slipshatch Road / Sandcross Lane junction
LRN9, LRN10, LRN11, LRN12, LRN13, LRN14, LRN15, LRN16	Cost .. <u>Maximum total of £1,820,000 capital funding available (without match funding) from DfT for this stretch of A217</u>
Scheme Ref LRN17	Cost ..

Policy / paragraph	Suggested DMP Modification
	Total package cost-(which includes a range of walking and cycling improvement schemes improvements £5,000,000 (wider package)
Scheme Ref BT1 and BT2	Cost .. Additional funding may also be available
Scheme Ref BT4	Need .. Part of a package, coordinated by Surrey County Council, that would include a range of measures to make using bus use easier and more attractive to local residents along key transport corridors.
Scheme Ref FM1 and GI13	Who will deliver .. Reigate & and Banstead Borough Council...
Scheme Ref FM6	Need .. Group of schemes to carry out repairs and local improvements to the drainage system on the A23 between Redhill and Horley, to include carriageway resurfacing (approximately 4km). These schemes are currently at at the design stage
Scheme Ref FM7	Cost .. Funding Sources : Developer contributions ÷ CIL : £2050,000
Scheme Ref FM7	Delivery date From 2021
Scheme Ref FM9	Cost .. £ 4-5,000 for options appraisal TBC dependent on option identified
Scheme Ref FM5, GI1, GI11, GI4, GI3,	Reigate & Banstead BC Borough Council...