

Planning, Design and Access Statement

Reigate Hill Golf Club, Fairways, Gatton Bottom, Reigate, RH2 0TU

17 December 2025

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1 INTRODUCTION

INTRODUCTION

- 1.1 This planning, design and access statement has been prepared by Wessex Planning Ltd on behalf of Reigate Hill Golf Club in support of a planning application for the construction of an 18 hole adventure golf course at Reigate Hill Golf Club, Fairways, Gatton Bottom, Reigate, RH2 0TU.
- 1.2 The proposal seeks to expand the leisure offering at Reigate Hill Golf Club by constructing an 18 hole adventure golf course, to encourage the younger generation to participate in the sport of golf.
- 1.3 The submission includes the following:
 - Location Plan
 - Proposed Layout Plan
 - Proposed Elevations
 - General Specification
 - Landscape Visual Assessment
 - Landscape Strategy
 - Proposed Planting Plan
 - Preliminary Ecological Appraisal
 - BNG Statutory Metric Calculations
 - Transport Note

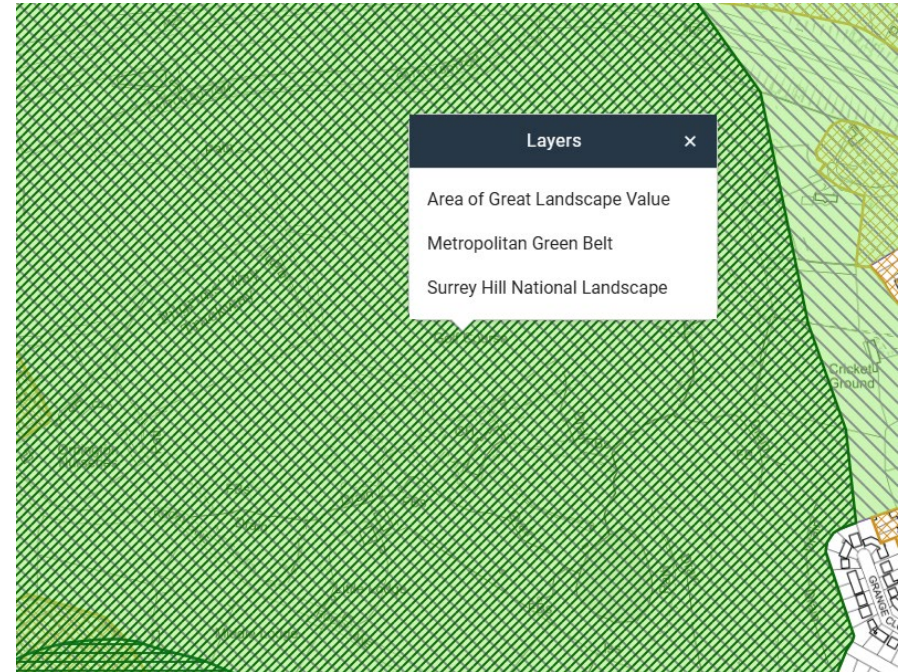
2 SITE CONTEXT AND HISTORY

SITE CONTEXT AND HISTORY

- 2.1 Reigate Hill Golf Club is an all-inclusive club located within the Surrey countryside and offers an 18 hole golf course, coaching academy, practice area, pro-shop, clubhouse and bar serving a variety of food and beverages, as well as hosting wedding events and conferences.
- 2.2 The site for the adventure golf course is located to the north of the clubhouse and car park, east of the access road on part of the fairway of the Par 4 tenth hole, which will be shortened to a Par 3 hole to accommodate the adventure golf course.



- 2.3 The site is located within the Metropolitan Green Belt and the Surrey Hills National Landscape, as designated by the Reigate and Banstead adopted local plan.



- 2.4 Access to the site is via the existing access serving the golf club from Gatton Bottom.

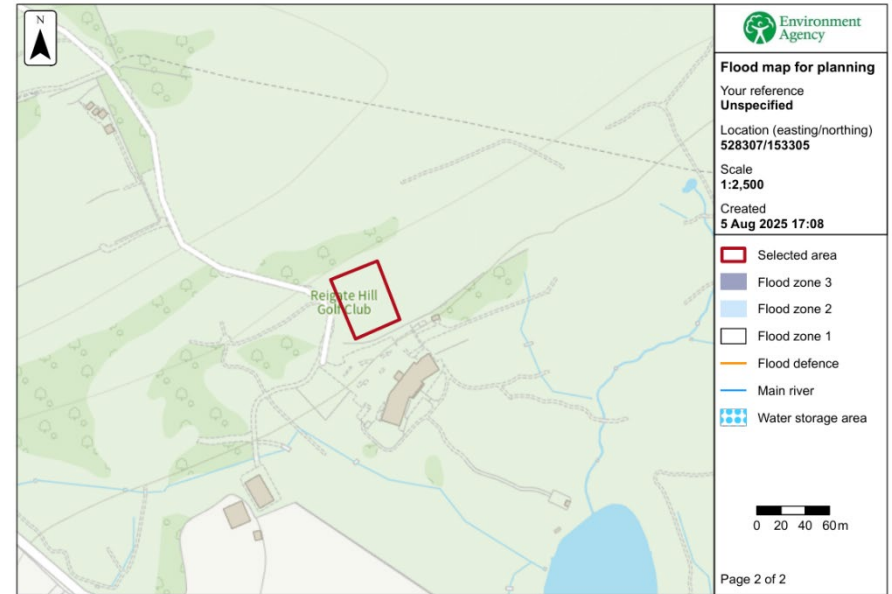




2.5 The North Downs Way, a public footpath runs through the northern part of the wider golf course.



2.6 The site is located within flood zone 1 and therefore has a low probability of flooding from rivers and the sea.



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2.7 The relevant planning history for this site is;

- 90/13260/F | CHANGE OF USE OF THE MAJOR PART OF WHITEHALL FARM INTO AN 18 HOLE GOLF COURSE WITH CLUB HOUSE AND GREENKEEPERS FACILITIES.(AMENDED PLANS RECEIVED 22.1.91) (AMENDED PLANS RECEIVED 8.8.91) | **APPROVED** | 10 Feb 1994
- 90/13261/RM | SUBMISSION OF COURSE LAYOUT DETAILS (AMENDED PLANS SHOWING REVISED SITING OF GREEN 12 TEE 13 GREEN 16 & TEE 17 AND DRAINAGE IN THE VICINITY OF HOLES 12 & 13 RECEIVED 15.3.94.) (AMENDED DETAILS RECEIVED 5.4.94 OF TEE 13 AND DRAINAGE PROPOSAL | **APPROVED** | 21 Apr 1994
- 90/13262/RM | SUBMISSION OF DETAILS OF GRASS SEEDING | **APPROVED** | 11 Jul 1994
- 90/13263/RM | SUBMISSION OF DETAILS OF CLUBHOUSE | **APPROVED** | 26 Oct 1994

SITE CONTEXT AND HISTORY

- 90/13264/RM | SUBMISSION OF DETAILS OF ARCHAEOLOGICAL SURVEY | **APPROVED** | 29 Dec 1994
- 90/13266/RM | SUBMISSION OF EXTERNAL FINISHING DETAILS OF CLUBHOUSE | **APPROVED** | 22 May 1995
- 90/13265/RM | SUBMISSION OF LANDSCAPE DETAILS | **APPROVED** | 06 Sep 1995
- 90/13267/RM | Submission of details of finishing materials to the patio adjacent to the clubhouse pursuant to condition 21 attached to RE90P/1326 | **APPROVED** | 04 Oct 1995
- 95/11090/F | Proposed club entrance gate and wall off Gatton Bottom | **APPROVED** | 27 Oct 1995
- 90/13268/RM | Submission of details of screen planting to the south of the 13th tee. (Omission of Cupressus Cyparis and substitution with mixed Ash, Horse Chestnut and Yew). | **APPROVED** | 03 Apr 1997
- 97/01600/RET | Retention of 17th tee as constructed together with the adjoining trellis fence and the planting adjacent to the 17th tee and the 16th green | **APPROVED** | 24 Mar 1997
- 01/00111/F | Greenkeepers store, workshop and mess room used in conjunction with golf club, with access road from car park area. Drwg no. RHGC/1 & 2A. | **APPROVED** | 07 Nov 2001
- 05/00942/RET | Retention of storage container and fence. | **REFUSED** | 28 Jul 2005
- 06/00065/F | Single storey side extension to clubhouse to provide dining/meeting room and extension to kitchen/store. Drawing No's: 865/01, 02, 03, 04A | **APPROVED** | 24 Mar 2006
- 06/02493/F | Erect single storey infill extension to car park elevation of existing clubhouse (Drwg no 915/01 - 04) | **APPROVED** | 05 Feb 2007
- 07/02172/F | Erection of decking with metal balustrade to golf clubhouse. | **APPROVED** | 10 Dec 2007
- 07/02172/DET02 | *Submission of details pursuant to condition 2 of planning permission ref: 07/02172/F: Erection of decking with metal balustrade to golf clubhouse. | **APPROVED** | 19 May 2008

3 PROPOSAL

PROPOSAL

- 3.1 The proposal seeks to diversify the existing recreational offer and build on the centre's reputation for attracting children into the sport of golf from an early age. Adventure golf courses are built to a theme that includes pirates, jungles, dinosaurs, crocodiles etc, each designed to capture the imagination of younger children and their families.
- 3.2 The adventure golf course is a well-established attraction often attached to driving ranges or other golf centres within the UK, many within open space locations. Constructed by specialists in the design, build, theme and decoration of bespoke and inspiring play and recreational areas, this adventure golf course would have a 'rural' theme and include sculptures, a water feature, entrance sign and good quality landscaping.
- 3.3 The proposal incorporates the following key elements, details of which are provided in the supporting General Specification document:
- Boundary fencing and gates
 - Entrance signage
 - 18 golf holes with associated edging
 - Themed sculptures, models and water feature
 - Border finishes, planting and pathways

Layout

- 3.4 The proposal would be sited to the north of the existing car park and east of the access road serving the golf club on land currently used as part of the fairway of the Par 4 tenth hole of the golf course. This hole will be reduced in length to a Par 3 hole to accommodate the adventure golf course.
- 3.5 The adventure golf course is intended to maximise the attractiveness of the whole golf centre to families, allowing an open-air experience for children and their families, acting as an entry gateway for the younger generation into the sport of golf.
- 3.6



- 3.7 The adventure course would consist of 18 rural themed holes set amongst a landscaped setting that is invisible from any wider public vantage point.

Scale



PROPOSAL

3.8 With its low-level rural themed sculptures, hidden amongst the landscaping of the site, the proposed scale of the project is minor and low-level. Examples are shown below.

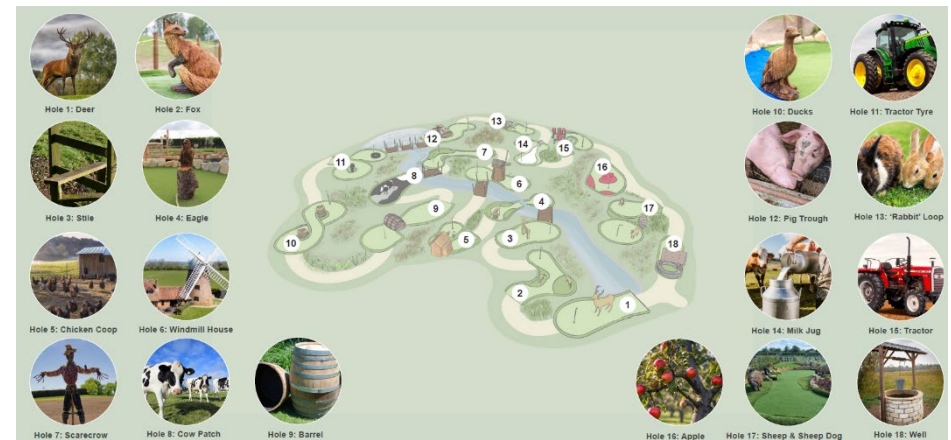


3.9 An entrance sign is proposed, constructed of two round Robina hardwood poles, approximately 2.8m above the finished ground floor level, with several hardwood Robina mounting planks, an example of which is shown below.



Appearance

3.10 The appearance of the proposal is designed around a rural theme including a 'lazy' river, tractors, combine harvester, natural rocks and landscaping carefully considered to align with the theme. An example is shown below.



3.11 Developing the original idea of 'crazy golf', the themed golf course is proposed to provide a visual attraction to each hole, leading younger children to want to play the next hole, and thus develop their golfing skills, whilst also providing valuable family time and physical activity.

Landscaping

3.12 The adventure golf course is designed with high quality landscaping using only native species carefully selected and managed to imitate the woodland terrain.

3.13 The landscaping would include soft and hard landscaping in the form of grasses and shrubs amongst a recycled bonded rubber mulch paths, with fully permeable substrates.



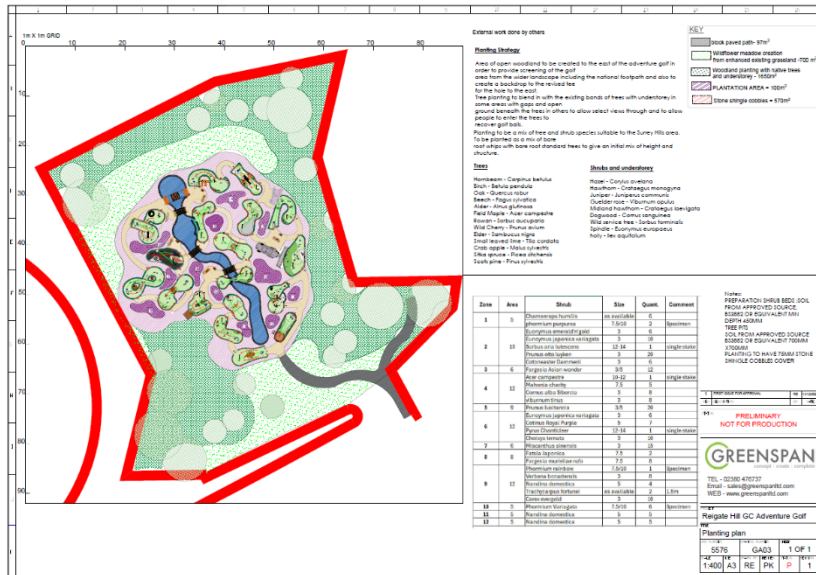
3.14 The 'greens' are made of porous artificial grass overlaying porous bases, allowing natural surface water percolation. The golf hole/cup is made from a pre-formed plastic cup with gravel under to allow for drainage. The agriculture sculptures are made of fibreglass. In addition, there would be several low-profile rock features, waterbody reservoirs and bridges. These are sculpted in cement by professional artists.

3.15 The boundary of the adventure golf complex will comprise of 0.9m picket style timber fencing, designed to blend seamlessly with the wider surroundings and to screen the adventure golf course from the existing car park.



3.16 In terms of the wider landscaping, the proposals have been informed by a landscape strategy and resulting planting plan, with the planting of native trees and shrubs to enhance the biodiversity of the site, and to screen the site from the wider surroundings.





3.17 Full details of the materials and finishes proposed are provided in the supporting 'General Specification' document, with the proposed planting details provided in the supporting landscape strategy and planting plan that accompanies this application.

Trees

3.18 No trees will be impacted by these proposals.

Access and Parking

3.19 The site is accessible via the existing road access to the golf club from Gatton Bottom, with the existing access more than adequate to accommodate the minimal increase in traffic movements resulting from this proposal.

3.20 It is commonly accepted by various Local Planning Authorities that 18 hole adventure golf courses typically generate, on a worst case scenario, 16 trips per hour, resulting in the need for 16 additional car parking spaces.

3.21 Reigate Hill Golf Club currently has formalised parking provision for approximately 100 cars (4 of which are disabled parking spaces) with overflow parking for approximately 40 cars adjacent to the formalised car park. As a result, the site can easily accommodate the additional car parking requirements resulting from these proposals.

3.22 Access to the adventure golf course will be provided via a block paved path leading from the existing car park to the entrance of the adventure golf course.



Lighting

- 3.23 The adventure golf complex will have modern style 25w LED bollard lights constructed of die-cast aluminium, approximately 900mm in height, to provide unobtrusive down cast, low level lighting.



Hours of Use

- 3.24 The opening hours of the proposed adventure golf course would be 09:00 hours until 1 hour after sunset, 7 days per week.

4 POLICY CONTEXT

- 4.1 The policy context comprises the Reigate and Banstead Local Plan: Core Strategy (adopted in July 2014), the Reigate & Banstead Local Plan Development Management Plan (adopted in September 2019).



- 4.2 The most relevant policies of the adopted Local Plan are detailed below, with the full policy text provided as Appendix 1:

Core Strategy

- Policy CS1 : Presumption in favour of sustainable development
- Policy CS2 : Valued landscapes and the natural environment
- Policy CS3 : Green Belt
- Policy CS4 : Valued townscapes and the historic environment
- Policy CS5: Valued people and economic development
- Policy CS10 : Sustainable development
- Policy CS12 : Infrastructure delivery

- Policy CS17 : Travel options and accessibility

Development Management Plan

- Policy EMP3: Employment development outside employment areas
- Policy DES1: Design of new development
- Policy DES9: Pollution and contaminated land
- Policy OSR3: Outdoor sport and recreation
- Policy TAP1: Access, parking and servicing
- Policy CCF2: Flood risk
- Policy NHE1: Landscape protection
- Policy NHE2: Protecting and enhancing biodiversity and areas of geological importance
- Policy NHE5: Development within the Green Belt
- Policy NHE9: Heritage assets

- 4.3 A material consideration in determining planning applications is the Council's adopted Supplementary Planning Documents, the most relevant of which is;

- RBBC Local Character & Distinctive Design Guide SPD (adopted June 2021)

5 OTHER MATERIAL CONSIDERATIONS

OTHER MATERIAL CONSIDERATIONS

The National Planning Policy Framework (NPPF)

5.1 Paragraph 96 states;

Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;*
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and*
- c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.*

5.2 Paragraph 103 states;

Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

5.3 Paragraph 154 states;

Development in the Green Belt is inappropriate unless one of the following exceptions applies:

- a) buildings for agriculture and forestry;*
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;*
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;*
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;*
- e) limited infilling in villages;*
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and*
- g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.*
- h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:*
 - i) mineral extraction;*
 - ii) engineering operations;*
 - iii) local transport infrastructure which can demonstrate a requirement for a Green Belt location;*
 - iv) the re-use of buildings provided that the buildings are of permanent and substantial construction;*

OTHER MATERIAL CONSIDERATIONS

- v) *material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and*
- vi) *development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.*

5.4 **Paragraph 189** states;

Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

5.5 **Paragraph 215** states;

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

6 PLANNING ASSESSMENT

Principle of development

- 6.1 The use of the existing site is well-established as an important and useful recreational resource within the Green Belt. The National Planning Policy Framework (NPPF) advises local planning authorities to positively enhance the beneficial use of Green Belt and provide opportunities for outdoor sports and recreation.
- 6.2 Golf is a sport which is land based. Paragraph 154 of the NPPF directly supports the provision of outdoor sport and recreation. Reigate Hill Golf Club is seeking to enhance and improve their recreational offer particularly to younger members of families in order to pique their interest in golf as part of a healthy lifestyle.
- 6.3 Policy CS3 states that planning permission will not be granted for inappropriate development within the Green Belt unless very special circumstances clearly outweigh the potential harm to the Green Belt.
- 6.4 Paragraph 154 of the NPPF states that the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it is not considered to be inappropriate development within the Green Belt.
- 6.5 The siting of the adventure golf course to the north of the existing car park on the fairway of hole 10 between the existing driving range to the south and the existing club house / car park to the north, on previously developed land (namely the existing fairway), preserves the openness of the Green Belt by virtue of the screening provided by the existing structures. The sculptures, fencing and entrance gate are of low level, with a maximum height of 2.8m offered by the entrance signage, with the proposed windmill standing at 4.3m to the top of the vertical sail.
- 6.6 The adventure golf course will enhance the existing facilities offered by Reigate Hill Golf Club, utilising existing golf course land thereby diversifying the existing offer.

- 6.7 Accordingly, the proposals are considered appropriate development within the Green Belt by the NPPF and therefore the principle of development accords with Policy CS3 and the NPPF, subject to other relevant policies of the Local Plan.

Landscape Character and Visual Impact

- 6.8 Policies CS2 and NHE1 seek to protect and enhance the borough's green fabric and the scenic beauty of the Surrey Hills National Landscape, providing it the highest level of protection.
- 6.9 Policy NHE1 states that proposals should respect the landscape character, have particular regard to potential impacts on ridgelines, public views, tranquility and light pollution, be of a design, siting and scale that is complementary to the landscape, avoid the development appearing conspicuous in the landscape, and enhance the immediate and wider setting of the development. Minor development that would assist in the continuation of rural businesses will be supported providing it does not conflict with the aims of conserving and enhancing the natural beauty of the landscape.
- 6.10 In terms of landscape character, the supporting Landscape Visual Impact Assessment (LVIA) considers the Surrey Hills Landscape Character Assessment. It looks at both landscape character impact and visual impact.

Immediate Landscape Character Impact

- 6.11 The LVIA concludes that the character impact in the immediate site area as 'Moderate Adverse'. However, with the proposed planting detailed in the supporting landscape strategy and planting plan, the LVIA concludes that the immediate landscape effect will reduce to Low Adverse Effect when the planting has matured at years five to fifteen.

Wider Landscape Character Impact

- 6.12 More important for a National Landscape is the long term effect on wider landscape character. In this the LVIA concludes that the effect of the development will be 'Neutral'.

Visual Impact

- 6.13 In terms of visual impact, the LVIA concludes that the proposal will have a visual impact on just one short section of the North Downs Way.
- 6.14 Whilst the initial impact from this viewpoint will be 'Substantial Adverse' this will reduce to 'Low Adverse' in the summer of year 5 and to 'Neutral' after 15 years, following the maturation of the planting proposed in the landscape strategy and planting plan.
- 6.15 When considering impacts on viewpoints from footpaths, one also needs to take into account that any impact will always be momentary as part of an overall kinetic view (e.g. a few seconds on a two hour walk) and visually take up a negligible percentage of an overall 180 degree view.
- 6.16 Weighing against the initial landscape and visual impacts is the substantial gain in both biodiversity and landscape enhancements resulting for the planting of additional native shrubs and woodland planting.
- 6.17 As such, the proposals have been genuinely landscape-led to avoid residual impacts on visual receptors and the surrounding landscape. This landscaped approach has resulted in a development which responds to surrounding and closer landscape.
- 6.18 Accordingly, the proposals accord with Policies CS2, CS4, CS10 DES1 and NHE1 of the local plan.

Amenity

- 6.19 The site is located within the wider golf course, north of the existing clubhouse and car park, with no immediate residential dwellings nearby. The adventure golf course is screened by the existing trees and hedgerows and as such, the development will not have a detrimental impact on neighbour amenity in terms of loss of light, loss of privacy or noise.
- 6.20 As such, the proposals accord with Policies DES1 and OSR3 of the Local Plan.

Ecology and Biodiversity Net Gain (BNG)

- 6.21 Policies CS4 and NHE2 seek to protect and where appropriate enhance existing areas of biodiversity value.

- 6.22 Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) states that *The biodiversity gain objective is met in relation to development for which planning permission is granted if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least the relevant percentage.* The relevant percentage in the Act is 10%.
- 6.23 The supporting Preliminary Ecological Appraisal concludes that the site has low foraging and commuting potential for bats, a negligible to low potential for amphibians, low bird breeding potential and low foraging and commuting potential.
- 6.24 The proposed landscaping scheme delivers a biodiversity net gain of 24.59%, as evidenced by the supporting post development BNG metric calculations, well in excess of the minimum required BNG gain of 10%.
- 6.25 Accordingly the proposals enhance the biodiversity of the site, fully in accordance with Policies CS4 and NHE2 of the adopted local plan.

Access and Parking

- 6.26 Policies DES1 and TAP1 seeks to ensure that adequate provision is made for safe and convenient access to the highway and for parking.
- 6.27 The accompanying Transport Note concludes that the proposal is unlikely to result in a significant increase in traffic and that the current car parking provision of 140 spaces is deemed acceptable for the limited use the proposals will generate.
- 6.28 As such, the proposals accord with Policies DES1 and TAP1 of the adopted local plan.

Flooding and Drainage

- 6.29 Policy CCF2 seeks to direct development towards areas with the lowest risk of flooding and to ensure development does not increase the existing and future risk of flooding elsewhere.

The development lies within Flood Zone 1 and will be constructed using permeable materials including gravel and decking, thereby resulting in limited changes to permeability, all in accordance with Policy CCF2.

7 CONCLUSION

CONCLUSION

- 7.1 The adventure golf course seeks to diversify the use of the existing recreational offer on land that is already used as part of the golf course.
- 7.2 In landscape terms, the proposed development sits to the north of the existing clubhouse and car park and is screened by these structures, together with the existing trees and hedgerows. As such, there is no impact on residential amenity, with a long-term neutral impact on the wider landscape character.
- 7.3 In terms of traffic, the site is served by an existing access capable of managing the modest increase in traffic, with sufficient existing car parking provision to accommodate the additional car parking requirements.
- 7.4 As an existing business located in the countryside, national planning guidance is clear in its support to allow expansion and diversification even if such businesses are located beyond settlement boundaries and away from public transport.
- 7.5 As an existing golf course located in the Green Belt, national planning guidance is clear in its support to allow enhancement of outdoor sport and recreation.
- 7.6 As a use seeking to introduce the youngest members of society to a sport, national planning policy is also supportive, requiring Local Planning Authorities to enable and support healthy lifestyles through the provision of sports facilities and development that encourages walking. Allowing a further opportunity for physical activity is important for the health and well-being of communities and is a key aim of national planning policy.
- 7.7 In conclusion, the proposal accords with all relevant Development Plan policy and national planning policy guidance. It is therefore respectfully requested that planning permission is granted.

8 APPENDIX 1 - POLICIES

Core Strategy

Policy CS1 : Presumption in favour of sustainable development

1. In assessing and determining development proposals, the Council will apply the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to secure development that improves the economic, social and environmental conditions in the area.
2. Unless material considerations indicate otherwise, proposed development that accords with policies in the development plan - including this Core Strategy (and where relevant with policies in neighbourhood plans) - will be approved without delay, and proposed development that conflicts with the development plan will be refused.
3. Where there are no policies relevant to the application or where relevant policies are out of date at the time of making the decision the Council will grant permission unless:
 - a. The adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against policies in the National Planning Policy Framework as a whole; or
 - b. Specific policies in the National Planning Policy Framework indicate that development should be restricted; or
 - c. Any other material considerations indicate otherwise.

Policy CS2 : Valued landscapes and the natural environment

1. In considering the allocation of land and /or proposals for significant development, the Council and developers will be required to protect and enhance the borough's green fabric.
 - a. The Surrey Hills Area of Outstanding Natural Beauty (AONB) is a landscape of national importance and therefore will be provided with the highest level of protection. The same principles will be applied to protect the AGLV as an important buffer to the AONB and to protect views from and into the AONB, until such time as there has been a review of the AONB boundary.
 - b. All areas of countryside have their own distinctive landscape character. The landscape character of the countryside outside the current (or revised) AONB boundary will be protected and enhanced through criteria

- based policies in the DMP including, if and where appropriate, new local landscape designations. In those areas of countryside allocated for development, policies will be included in the DMP in relation to the design and siting of development to minimise the impact on landscape character.
 - c. The borough's commons will be maintained and enhanced for the benefits of farming, public access and biodiversity.
 - d. The Mole Gap to Reigate Escarpment SAC will be afforded the highest level of protection in line with European legislation. Proposals for development that is likely to have a significant effect on the SAC, alone or in combination with other development, will be required to demonstrate that it will not adversely affect the integrity of the site.
 - e. Sites of Special Scientific Interest (SSSIs), Sites of Nature Conservation Importance (SNCIs), Local Nature Reserves (LNRs) and ancient woodland will be protected for their biodiversity value and where appropriate enhanced.
 - f. Urban green spaces, green corridors and site specific features which make a positive contribution to the green fabric and/or a coherent green infrastructure network and will, as far as practicable, be retained and enhanced.
2. The Council will work with a range of partners to promote, enhance and manage a substantial network of multi-functional green infrastructure across the borough, to maximise the social, economic and environmental benefits of the borough's green fabric.

Policy CS3 : Green Belt

1. A robust and defensible Green Belt will be maintained to ensure that the coherence of the green fabric is protected and future growth is accommodated in a sustainable manner.
2. Planning permission will not be granted for inappropriate development in the Green Belt unless very special circumstances clearly outweigh the potential harm to the Green Belt.
3. In exceptional circumstances land may be removed from the Green Belt and allocated for development through the plan making process. Exceptional circumstances may exist where both (a) and (b) apply:

- a. There is an overriding need for the development in order to secure the delivery of the strategic objectives and policies of the Core Strategy, and either:
 - (i) The development proposed cannot be accommodated on land within the existing urban area or on land which is in the countryside beyond the Green Belt; or
 - (ii) The development of land within the Green Belt would represent a significantly more sustainable option than (i).
 - b. There is no or limited conflict with the purposes and integrity of the Green Belt.
4. The Council will undertake a Green Belt review to inform the DMP and Policies Map. This review will include:
- a. Consideration of the purposes of the Green Belt to inform the identification of land for sustainable urban extensions within the broad areas of search identified in policy CS6
 - b. Addressing existing boundary anomalies throughout the borough
 - c. Reviewing washed over villages and areas of land inset within or currently beyond the Green Belt throughout the borough
 - d. Ensuring clearly defined and readily recognisable boundaries which are likely to be permanent and are capable of enduring beyond the plan period.
5. In accordance with (3) and (4) above and the provisions and considerations set out in policies CS6, CS10 and CS16, land required for development will be removed from the Green Belt and allocated through the DMP.
6. Land may also be safeguarded through the DMP in order to provide options to meet development needs beyond the plan period. Safeguarded land will only be allocated through a subsequent local plan review and will be subject to Green Belt policy until such time.

Policy CS4 : Valued townscapes and the historic environment

1. Development will be designed sensitively to respect, conserve, and enhance the historic environment, including heritage assets and their settings. Development proposals that would provide sensitive restoration and re-use for heritage assets at risk will be particularly encouraged.
2. Development will respect, maintain and protect the character of the valued townscapes in the borough, showing consideration for any detailed design

guidance that has been produced by the Council for specific built-up areas of the borough. Proposals will:

- a. Reflect high standards of sustainable construction in line with policy CS11
- b. Be of a high quality design which takes direction from the existing character of the area and reflects local distinctiveness
- c. Be laid out and designed to make the best use of the site and its physical characteristics, whilst minimising the impact on surrounding properties and the environment
- d. Protect and where appropriate enhance existing areas of biodiversity value and the links between them.

Policy CS5 : Valued people and economic development

1. The Council will promote and support continued sustainable economic prosperity and regeneration in Reigate & Banstead by:
 - a. Identifying, targeting and working to improve the priority Regeneration Areas, where development and growth can deliver economic, social and environmental improvements to those areas and the people who live in them
 - b. Sustaining those areas of the borough which already prosper by supporting communities and improving infrastructure and community facilities to meet their needs
 - c. Recognising and nurturing the distinctive economic role of different parts of the borough (in particular raising the profile of Redhill as a commercial location), and working with adjoining authorities and other partners to maximise the opportunities arising from our position within the Gatwick Diamond, the Coast to Capital Local Enterprise Partnership, Surrey Connects and our proximity to London
 - d. Planning for a range of types and sizes of employment premises to cater for the needs of established, growing and start-up businesses; and ensuring sufficient flexibility to meet their changing needs and attract new businesses
 - e. Planning for the delivery of additional employment floorspace to meet the forecast growth needs of the borough, by:
 - (i) focusing on retaining and making the best use of existing employment land, particularly within town centres and industrial areas unless it

can be demonstrated that there is no reasonable prospect of a site being used for that purpose over the life of the plan; and

- (ii) ensuring that any new employment development outside these areas reflects wider policy priorities and is located in accordance with sustainability principles. f. Supporting entrepreneurship and innovation by facilitating the provision of affordable start-up/incubator units in the most accessible locations.

2. The Council will:

- a. Work with partners such as Surrey County Council, health providers and neighbouring authorities to deliver improved health facilities and access to healthier lifestyles
- b. Work with partners such as Surrey County Council, skills providers including East Surrey College and neighbouring authorities to promote and deliver improved education facilities and increased education opportunities including support for identifying and developing vocational and skills improvement facilities in the borough
- c. Empower, support, and actively work with local communities, as part of the Local Community Action Plan (LCAP) process and to facilitate neighbourhood planning.

Policy CS10 : Sustainable development

Development will:

- 1. Make efficient use of land, giving priority to previously developed land and buildings within the builtup areas.
- 2. Be at an appropriate density, taking account of and respecting the character of the local area and levels of accessibility and services.
- 3. Contribute to the creation of neighbourhoods which are supported by effective services, infrastructure and transport options and which are designed to be safe, secure and socially inclusive.
- 4. Protect and enhance the green fabric, and respect and contribute to the borough's green infrastructure network.
- 5. Respect the ecological and cultural heritage of the borough including the historic environment.
- 6. Minimise the need to travel, whilst increasing opportunities to walk, cycle or use public transport, including as part of the green infrastructure network.

- 7. Minimise the use of natural resources and contribute to a reduction in carbon emissions by re-using existing resources, maximising energy efficiency, minimising water use, and reducing the production of waste, including through sustainable construction methods. Encourage renewable energy/fuel production whilst ensuring that adverse impacts are addressed, including on landscape, wildlife, heritage assets and amenity.
- 8. Be designed to minimise pollution, including air, noise and light, and to safeguard water quality.
- 9. Be designed reflecting the need to adapt to the impacts of climate change (for example higher temperatures, increased flooding, increased pressure on water resources, impacts on ecology and built heritage and impacts on ground conditions).
- 10. Be located to minimise flood risk, through the application of the Sequential Test and where necessary the Exception Test, taking account of all sources of flooding including fluvial, surface water, sewer and pluvial flooding, and reservoir failure, and manage flood risk through the use of SuDS and flood resistant/resilient design features, and where necessary provide floodplain compensation.

The criteria within this policy, along with policy CS6, will guide the allocation of sites through the DMP.

Policy CS12 : Infrastructure delivery

The Council will:

- 1. Secure contributions from new development towards the infrastructure required to meet the needs created by the new development.
- 2. Require infrastructure to be provided either ahead of, or alongside, the delivery of new development.
- 3. Encourage proposals that would:
 - a. increase the range, improve the quality, or enhance the accessibility, of community and leisure (including sport, recreation, and cultural) facilities in the borough, and/or
 - b. provide for a mix of compatible community services on a single site, including through consolidation to result in economies of scale or innovative forms of service provision.

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4. Secure green infrastructure in line with its Green Infrastructure Strategy to include provision of new open space and or improvements to existing open spaces, the provision of and/or improvements to links between open space, and measures to link new and existing developments with open space.
5. Resist the loss of existing leisure and community facilities (including sport, recreation and cultural) and open spaces, unless it can be demonstrated that:
 - a. the existing use is surplus to requirements, or
 - b. equivalent or better provision in terms of quantity and quality, or some wider community benefits, will be made in a suitable location.
6. Seek provision and maintenance of leisure and community facilities and open spaces from new development.

Policy CS17 : Travel options and accessibility

The Council will work with Surrey County Council, the Highways Agency, rail and bus operators, neighbouring local authorities and developers to:

1. Manage demand and reduce the need to travel, by:
 - a. Allocating land for development and directing development to accessible locations in the borough
 - b. Securing provision of - or easy access to - services, facilities and public transport as part of new development.
2. Improve the efficiency of the transport network, by:
 - a. Enhancing public interchange facilities in Redhill and Horley town centres and promoting Redhill/Reigate as a transport hub
 - b. Delivering improvements to the road network to meet all street users' needs, enhance accessibility along key corridors and accommodate the forecast increase in journeys.
3. Facilitate sustainable transport choices, by:
 - a. Improving travel options through enhanced provision for bus, rail, walking, cycling and bridleways
 - b. Promoting walking and cycling as the preferred travel option for shorter journeys
 - c. Promoting non-car travel
 - d. Requiring the provision of travel plans and transport assessments for proposals which are likely to generate significant amounts of movement

- e. Seeking to minimise parking provision in the most sustainable locations, and secure adequate parking provision relative to patterns of car ownership elsewhere.

Development Management Plan

Policy EMP3: Employment development outside employment areas Outside of designated employment areas and town centres:

1. Planning permission will be granted for employment uses (excluding all Class A uses other than A2) provided:
 - a. the proposal would not harm the character of the building or surrounding area.
 - b. there would be no harm to the amenity of neighbouring properties/occupants through impacts such as noise, odour, fumes, litter, general disturbance and late night activity.
 - c. the type, scale and intensity of the proposed business activity is appropriate to the locality and the accessibility of the site.
 - d. sufficient on-site, off-street parking is available to cater for both the business use and, where relevant, any remaining residential use.
2. Through the use of conditions, the Council may limit the type and level of activity, including hours of work, of any such employment uses.

Policy DES1: Design of new development

All new 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:

1. Promotes and reinforces local distinctiveness and respects the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene.
2. Uses high quality materials, landscaping and building detailing.
3. Has due regard to the layout, density, plot sizes, building siting, scale, massing, height, and roofscapes of the surrounding area, the relationship to neighbouring buildings, and important views into and out of the site.
4. Provides street furniture/trees and public art where it would enhance the public realm and/or reinforce a sense of place.

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5. Provides an appropriate environment for future occupants whilst not adversely impacting upon the amenity of occupants of existing nearby buildings, including by way of overbearing, obtrusiveness, overshadowing, overlooking and loss of privacy.
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 recommended by Secured by Design.
7. Provides for accessible and sensitively designed and located waste and recycling bin storage in accordance with the Council's guidance document 'Making Space for Waste'.
8. Incorporates appropriate landscaping to mitigate the impact, and complement the design, of new development. Schemes should:
 - a. protect and enhance natural features by:
 - i. incorporating existing landscaping into scheme design where feasible.
 - ii. integrating new landscaping, both hard and soft, and boundary treatments which use appropriate local materials and/or species.
 - b. Provide details about how future maintenance of existing and new landscape works will be managed. Where necessary, conditions will be used to secure the delivery of landscaping schemes, protection of natural features during the course of development and requirements for replacement planting.
9. Achieves, where applicable, an appropriate transition from the urban to the rural.
10. Makes adequate provision for access, servicing, circulation and turning space, and parking, taking account of the impact on local character and residential amenity, including the visual impact of parked vehicles (see also TAP1).
11. Is accessible and inclusive for all users, including for people with disabilities or mobility constraints (See also DES7).
12. Respects aerodrome safeguarding requirements.

Policy DES9: Pollution and contaminated land

The policy applies borough-wide, although particular attention should be paid within the following designated areas:

- Air Quality Management Areas

- Noise contours associated with Gatwick Airport

1. For all types of development, across the Borough:
 - a. Development will only be permitted where it can be demonstrated that (on its own or cumulatively) it will not result in a significant adverse or unacceptable impact on the natural or built environment (including sensitive habitats); amenity; or health and safety due to fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution. Where there would be potential adverse effects from pollution and adequate mitigation cannot be provided, development will not normally be permitted. This includes pollution from construction and pollution predicted to arise during the life of the development. Particular attention should be paid to development within Air Quality Management Areas.
 - b. New development will not normally be permitted where existing fumes, smoke, steam, dust, noise, vibration, smell, light or any other form of air, land, water or soil pollution are unacceptable and there is no reasonable prospect that these can be mitigated against to satisfactory levels. This is particularly relevant for sensitive development such as residential.
 - c. Where a site is known to be contaminated, or where there is a reasonable possibility of contamination, appropriate investigation, and where necessary mitigation and/or remediation will be required.
 - d. Measures to reduce air pollution will be encouraged.
2. Within areas of poor air quality (as defined by the presence of Air Quality Management Areas) development must be designed to minimise the occupants' or users' exposure to air pollution, both internally and externally.
3. In areas near Gatwick Airport, residential development will be permitted where it can be demonstrated that the noise levels will not have a significant adverse effect on the proposed development. Proposals for residential development on sites falling within the 57 dB LAeq (07:00 to 23:00) or 48 dB LAeq (23:00 to 07:00) noise contours for Gatwick Airport must:
 - a. Be accompanied by a full noise impact assessment.
 - b. Demonstrate that, through satisfactory design, mitigation and/or attenuation measures, future occupants would not be subject to unacceptable noise disturbance both within buildings and externally.

Policy OSR3: Outdoor sport and recreation

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

1. Be of a scale and form which is appropriate to their location.
2. Be designed and sited to minimise visual obtrusion, light pollution and noise and to ensure that the amenity of neighbouring properties would not be adversely affected.
3. Preserve the openness of the Green Belt and not conflict with the purposes of including land within it.
4. Not have an adverse effect on the features of nature conservation, geology and biodiversity value or landscape value character of the site.

Policy TAP1: Access, parking and servicing

1. All types of development, across the borough, will be required to:
 - a. Provide safe and convenient access for all road users, taking account of cumulative impacts, in a way which would not:
 - (i) Unnecessarily impede the free flow of traffic on the public highway, or compromise pedestrians or any other transport mode, including public transport and cycling.
 - (ii) Materially exacerbate traffic congestion on the existing highway network.
 - (iii) Increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users.
 - b. Incorporate a highway design and layout that:
 - (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 and accessible).
 - (ii) Provides adequate access in particular with regard to circulation, manoeuvring, turning space, visibility splays and provision for loading/unloading for an appropriate range of vehicles.
 - (iii) Allows for access by service vehicles (including refuse vehicles) and emergency vehicles at all times without restriction, including adequate width to ensure there is no obstruction from parked vehicles. On existing road layouts, new development must not

- materially worsen the existing access for service and emergency vehicles and look to improve it where possible.
 - (iv) Achieves a permeable highway layout, connecting with the existing highway network safely and includes safe access for pedestrians and cyclists.
 - (v) Provides sufficient visibility and lighting for the safe and convenient use of the roads, cycle tracks, paths and parking places.
 - c. Include car parking and cycle storage for residential and non-residential development in accordance with adopted local standards (see Annex 4) unless satisfactory evidence is provided to demonstrate that non-compliance would not result in unacceptable harm. Such evidence could include on-street parking surveys, evidence of parking demand, and/ or further information on accessibility. Development should not result in unacceptable levels of on-street parking demand in existing or new streets.
 - d. If the development would result in the loss of existing car parking spaces, demonstrate that there is no need for these car parking spaces.
 - e. Incorporate pedestrian and cycle routes within and through the site, linking to the wider sustainable transport network where possible, especially in and to the borough's town centres.
 - f. Provide electric vehicle charging points.
 - g. Remove any dropped kerbs and crossovers made redundant by the development and reinstate the footway/verge.
2. Planning applications will be looked upon favourably unless they would have an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe, taking into account proposed mitigation.
3. For all developments likely to generate significant amounts of movement, a Transport Assessment or a Transport Statement will be required.
4. Provision of the following should be considered and are encouraged in new development:
 - a. Shared use of private parking provision for public parking when not in use.
 - b. Initiatives to increase travel by more sustainable options and help reduce the impact and frequency of travel by individual private car journeys (such as car pools/car clubs) to and from the development.

Policy CCF2: Flood risk

1. Development proposals must avoid areas at risk of flooding where possible and prioritise development in areas with the lowest risk of flooding. The Sequential Test shall be undertaken for developments in Flood Zones 2 and 3 except where exempt in accordance with the requirements of the NPPF and Planning Practice Guidance. Development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Where necessary the Exception Test must also be satisfied in line with national guidance.
2. Sites within Flood Zones 2 and 3, sites within Flood Zone 1 which are greater than 1 hectare in area, and sites with critical drainage problems or where a proposed development will result in a vulnerable development being subject to other sources of flooding, will be required to carry out a site-specific Flood Risk Assessment (appropriate to the scale of the development). Where a Flood Risk Assessment is required, it should:
 - 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 Council's Strategic Flood Risk Assessment.
3. Proposals must not increase the existing and future risk of flooding elsewhere. Where possible, proposals should seek to secure opportunities to reduce both the cause and impact of flooding for existing and proposed development.
4. Development should reduce surface water run-off rates using Sustainable Drainage systems where necessary, suitable to the scale and type of development. Where Sustainable Drainage Systems are proposed, schemes should include appropriate arrangements for the ongoing maintenance for the lifetime of the development.

Policy NHE1: Landscape protection

1. With regard to the Surrey Hills Area of Outstanding Natural Beauty (AONB):
 - a. Great weight will be attached to the impact that development proposals would have on the landscape and scenic beauty of the AONB;

- b. Proposals for major development within the AONB will only be supported in exceptional circumstances where it is demonstrated as being in the public interest, in accordance with national policy.
 - c. Proposals must conserve and enhance the landscape and scenic beauty of the AONB and development proposals outside its boundaries must have regard to protecting its setting.
 - d. Proposals should have regard to the current Surrey Hills AONB Management Plan.
2. The principles set out in Policy NHE1(1) above apply in the Area of Great Landscape Value (AGLV), as designated on the Policies Map, until such a time as the Surrey Hills AONB Boundary Review is completed which may extend the AONB into land currently designated AGLV. Any AGLV remaining after the AONB Boundary Review will thereafter be treated as a local landscape designation.
3. Development proposals located between Horley and Gatwick Airport must ensure that a physical visual break is retained through the protection and intensification of existing tree/ hedgerow belts and other landscape measures including introducing a suitable and distinct landscape buffer to reinforce the identity and separateness of the settlement of Horley from Crawley and Gatwick Airport. Development proposals must also have regard to the open setting of Gatwick Airport consistent with adopted planning policies in adjoining areas. This is reflected on the policies map with the designation of Gatwick Open Setting.
4. Throughout the borough, development proposals must:
 - a. Respect the landscape character and landscape features of the locality.
 - b. Have particular regard to potential impacts on ridgelines, public views and tranquillity, and the effects of light pollution.
 - c. Be of a design, siting and scale that is complementary to the landscape and its surroundings.
 - d. Use appropriate external building materials, particularly in terms of type and colour, to avoid the development appearing conspicuous in the landscape.
 - e. Demonstrate how opportunities have been taken to enhance the immediate and wider setting of the development.
 - f. Seek to protect the best and most versatile agricultural land.

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5. Minor development that would assist in the continuation or establishment of rural businesses or benefit the social and economic wellbeing of rural communities will be supported providing it does not conflict with the aims of conserving and enhancing the natural beauty of the landscape.
6. Proposals for renewable energy developments, in particular wind turbines and solar farms, will only be permitted where their impact (visual and noise) would not harm the landscape or undermine the intrinsic character and beauty of the countryside.

Policy NHE5: Development within the Green Belt

Within land shown on the policies map designated as Metropolitan Green Belt:

1. Extensions or alterations to buildings in the Green Belt will be permitted where:
 - a. the host building is lawful and permanent
 - b. in the case of dwellings and ancillary buildings, the extensions would not result in accommodation readily capable of conversion into a separate dwelling(s)
 - c. the design respects the original form and appearance of the existing building and the character of the area; and
 - d. the extensions, in combination with any other additions, would not be disproportionate compared to the original building (being that as originally built, or as existed on 1 July 1948, whichever is later) taking account of:
 - (i) The additional footprint and floor area created by the alteration(s).
 - (ii) The massing and bulk of the proposed alteration(s) and resultant building.
 - (iii) The height of the proposed alteration(s) and overall height of the resultant building.
 - (iv) The location, positioning and visual prominence of the proposed alteration(s).
 2. Replacement buildings in the Green Belt will be permitted where:
 - a. the existing building is lawful and permanent
 - b. the building proposed is for the same use as that which it is replacing
 - c. the design of the building and any associated landscaping proposals respects the character of the area and openness of the Green Belt
 - d. the proposed building is not materially larger than that which it is replacing taking account of the footprint, floor area, massing, bulk and height of the replacement building; and
 - e. the building would be sited on or close to the position of the original building unless an alternative location within the curtilage materially reduces impact on the openness of the Green Belt.
- The following changes are made to the extent and boundaries of the Green Belt through this plan, and are shown on the Policies Map:
3. The following minor changes to, and re-alignment of, Green Belt boundaries are made to address anomalies:
 - Monfort Rise, Salfords
 - Lodge Lane, Salfords
 - West Avenue/Horley Road, Earlswood
 - South of Copsleigh Avenue, Earlswood
 - Maple Road/Woodhatch Road, Earlswood
 - Three Arch Road, Earlswood
 - Oaklands Drive, Earlswood
 - Brambletye Park Road, Earlswood
 - Nuthatch Gardens, Reigate
 - Dovers Green Road, Reigate (a)
 - Dovers Green Road, Reigate (b)
 - Park Lane, Reigate
 - Colley Lane, Reigate
 - Coppice Lane, Reigate
 - Oakley Site, Radstock Way, Merstham
 - Smithy Lane, Lower Kingswood
 - Green Lane, Lower Kingswood
 - Orchard Way, Lower Kingswood
 - Mogador Road, Lower Kingswood
 - Petrol Station, Brighton Rd, Lower Kingswood
 - Greenacres, Lower Kingswood
 - R/O The Glade, Kingswood
 - Legal and General, Furze Hill, Kingswood
 - Withybed Corner, Walton on the Hill
 - Walton Street/Ebbisham Lane, Walton on the Hill
 - Howard Close, Walton on the Hill
 - Mere Pond, Walton on the Hill
 - Brighton Road, Burgh Heath

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- Gatton Road, Reigate
 - Frenches Road, Redhill
 - Southern boundary of Watercolour development
 - Battlebridge Lane/London Road, Redhill
 - Winkworth Road/Bolters Lane, Banstead
 - A217/Winkworth Road, Banstead
 - Osier Way, Banstead
 - Tattenham Crescent, Epsom Downs
 - Coulsdon Lane, Chipstead
 - Can Hatch, Burgh Heath
 - Wellesford Close, Banstead
 - Holly Hill Park, Banstead
 - Chatsworth Park, Holly Lane, Banstead
 - R/O Chipstead Way, Chipstead
 - Beckenshaw Gardens, Woodmansterne
 - Kenneth Road, Woodmansterne
 - Queens Close, Walton on the Hill
 - Dorking Road, Tadworth
4. The village at Netherne-on-the-Hill and East Surrey Hospital are removed from the Green Belt.
 5. Housing at Babylon Lane is included within the Green Belt.
 6. The Traveller sites set out in Policy GTT1 are removed from the Green Belt.
 7. Sites at the edge of urban areas are removed from Green Belt and allocated through other policies in this plan to enable provision of sustainable urban extensions in accordance with Policy MLS1.

Policy NHE9: Heritage assets

1. Development will be required to protect, preserve, and wherever possible enhance, the Borough's designated and non-designated heritage assets and historic environment including special features, area character or settings of statutory and locally listed buildings.
2. All planning applications that directly or indirectly affect designated or non-designated heritage assets must be supported by a clear understanding of the significance, character and setting of the heritage asset, and demonstrate:
 - a. how this understanding has informed the proposed development
 - b. how the proposal would affect the asset's significance; and

- c. any necessary justification proportionate to the importance of the heritage asset and the potential effect of the proposal.
3. In considering planning applications that directly or indirectly affect designated heritage assets, the Council will give great weight to the conservation of the asset, irrespective of the level of harm. Any proposal which would result in harm to or total loss of a designated heritage asset or its setting will not be supported unless a clear and convincing justification is provided. In this regard:
 - a. Substantial harm to, or loss of, Grade II assets will be treated as exceptional and substantial harm to, or loss of, Grade I and II* assets and scheduled monuments will be treated as wholly exceptional.
 - b. Where substantial harm to, or loss of designated heritage assets would occur as a result of a development proposal, planning permission will be refused unless there are substantial public benefits which would outweigh the harm or loss; or
 - i. it can be robustly proven that there are no other reasonable and viable uses for the asset in the short or medium term nor any other realistic prospect of conservation; and
 - ii. the harm or loss would be outweighed by the benefits of redevelopment.
 - c. Where less than substantial harm to a designated heritage asset would occur as a result of a development proposed, the harm will be weighed against the public benefits of the proposal.
4. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments will be subjected to the tests in (3) above.
5. In considering proposals that directly or indirectly affect other non-designated heritage assets, the Council will give weight to the conservation of the asset and will take a balanced judgement having regard to the extent of harm or loss and the significance of the asset.
6. 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).
7. Development that would help secure the long term viable use and sustainable future for heritage assets, especially those identified as being at

- risk of loss and decay, in a manner consistent with its conservation will be supported. Any associated or enabling development should have an acceptable relationship to the heritage asset, and character of the surrounding area.
8. Proposals which retain, or if possible, enhance 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.
 9. Proposals affecting a Conservation Area must preserve, and where possible, enhance the Conservation Area, paying particular regard to those elements that make a positive contribution to the character of the Conservation Area and its setting, and the special architectural or historic interest of the area.
 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:
 - a. a replacement development has been approved; and
 - b. the loss of the existing building, structure, tree or landscape feature will not detract, or where appropriate enhances, the character or appearance of the Conservation Area. Assessment of the contribution of an existing building must have regard to its character, design and construction, but not its condition.
 11. Development within or affecting the setting of a historic park or garden will be required to:
 - a. Avoid subdivision.
 - b. Retain or restore features of historic or architectural interest, including trees, other distinctive planting and hard landscaping, and garden features.
 - c. Where relevant, be accompanied by an appropriate management plan.
 12. An archaeological assessment including where appropriate a field evaluation, will be required to inform the determination of planning applications for:
 - 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.
 13. Where the policies map, or other research, indicates that remains of archaeological significance are likely to be encountered on a site, the Council will require schemes for the proper investigation of the site to be submitted and agreed. These must incorporate the recording of any evidence, archiving of recovered material and publication of the results of the archaeological work as appropriate, in line with accepted national professional standards.