



gatwick**diamond**

GATWICK DIAMOND LOCAL STRATEGIC STATEMENT

Evidence Base Report

June 2017

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1. INTRODUCTION

Purpose

- 1.1 The purpose of this document is to set out key background and contextual evidence to underpin the Gatwick Diamond Local Strategic Statement 2016 (GD LSS 2016).
- 1.2 The Evidence Base document forms a companion to the main GD LSS 2016 and the two should be read together.
- 1.3 The Evidence Base document collates existing evidence and information across a range of themes and issues relevant to the GD LSS. Information is set out both in summary for the Gatwick Diamond as a whole and also in greater detail for each of the constituent local authorities.
- 1.4 It is important to note that the Evidence Base does not include new research or primary data and does not form local plan or corporate policy. It does not establish housing, economic or other spatial planning requirements. The Evidence Base is simply a collation of existing information to assist readers of the GD LSS.

The Gatwick Diamond

- 1.5 The Gatwick Diamond includes Crawley, Epsom and Ewell, Horsham, Mid Sussex, Mole Valley, Reigate and Banstead and Tandridge boroughs and districts together with Surrey and West Sussex Counties.
- 1.6 The GD LSS covers all of the Gatwick Diamond local authorities other than Epsom and Ewell Borough who decided not to be included within the LSS work.

Structure

- 1.7 Following this introduction, the Evidence Base report is structured as follows:
- **Section 2** – provides some overall, headline information for the Diamond as a whole covering population, housing, employment, low carbon economy and project capital funding matters; and
 - **Section 3** – sets out evidence summaries for each of the constituent Gatwick Diamond borough, district and county authorities.

2. GATWICK DIAMOND: HEADLINE DATA

2.1 Planned Housing and Affordable Housing

	Reigate & Banstead	Tandridge	Mole Valley	Horsham	Mid Sussex	Crawley	Total
Housing Numbers							
Planned Requirement	6,900	9,400	3,760	16,000	13,600	5,100	54,760
Affordable Housing	1,500	6,540	950	4,800	5,440	2,040	21,270
By When	2012-2027	2013-2033	2006-2026	2011-2031	2014-2031	2015-2030	

Source: CCL and 31ten Consulting analysis of Local Plans and evidence base

2.2 Current and Projected Population

	Reigate & Banstead	Horsham	Tandridge	Mid Sussex	Crawley	Mole Valley
Current	137,800 (2011)	132,000 (2011 Census)	84,200 (2013)	142,425 (2014)	106,000 (2011)	86,600 (2014)
Projected Growth	140,400 to 165,700 (2012-2027) using 2010 - SNPP	144,000 by 2026	99,160. Increase by 16,220 (2013-2033); 17.7% increase	159,535 (2031) using ONS 2011-SNPP	107,053 to 128,700 (2011 to 2031) using 2012-SNPP	94,400 (2027), increase of 9% (7,800) from 2014 using 2012 SNPP

Source: CCL and 31ten Consulting analysis of Local Plans and evidence base

2.3 Employment

	Reigate & Banstead	Horsham	Tandridge	Mid Sussex	Crawley	Mole Valley
Target Hectares	Projected demand for employment floorspace (allowing for vacancy and existing/unimplemented supply) of up to 46,000 sq.m of commercial floorspace.	2011-2031 Based on housing growth of 750 units per annum (SHMA): Increase in Offices (B1a/B1b) of 8.8ha Increase in Industrial (B1c/B2/B8) pf 29.3ha Extrapolated to revised growth of 800 units per annum (HDPF) Increase in Offices (B1a/B1b) of 9.4ha Increase in Industrial	Maximum increase of 14,522 sqm of B1 (office space) (Low 1,080/ medium 7,522/ high 14,522) Maximum decrease of 7.9ha less of B2/B8 (industrial/ warehousing) (low - 7.9/ medium -7.1 / high -6.5)	Proposed 30 Ha of additional employment land on site to west of Burgess Hill. Additional employment opportunities created at proposed Mid Sussex Science & Technology Park (circa 100,000 sq.m) of specialist research & development	23 Ha of employment land over the early part of the Plan period. Additional 35 Ha total for business use	No hectareage or sq.m target was set in the adopted Core Strategy which made broad reference to the South East Plan Regional Spatial Strategy
Target Additional Jobs	6,800 (2012 - 2026)	10,685 (2011 - 2031)	9,260 (2013 - 2031)	6,290 (2014 - 2031)	16,500 (2014 - 2031)	No target was set in the adopted Core Strategy which made broad reference to the South East Plan Regional Spatial Strategy

Source: CCL and 31ten Consulting analysis of Local Plans and evidence base

2.4 Low Carbon Economy

	Reigate & Banstead	Horsham	Tandridge	Mid Sussex	Crawley
Key targets	The Surrey Climate Change Partnership is aiming for a 40% reduction in carbon emissions by 2020 (compared to a 2005 baseline). Equates to a carbon saving of 339 kilotonnes per year in the borough.	CO2 emissions reduction target of 26% by 2020 and 80% by 2050 to meet the commitments set out in the 'Acting Together on Climate Change Strategy, 2009.	<p>Dwellings of 1-9 units to reach a 10% saving in CO2 emission through the provision of renewable energy technologies;</p> <p>Dwellings of 10 + units to reach a 20% saving and commercial units of 500m2 + to reach a 10% saving.</p> <p>Development over 5000m2 to incorporate combined heat and power or similar technology.</p> <p>Further, small scale renewable energy projects will be permitted except where there are overriding constraints.</p>	Focus on community-led renewable/low carbon led schemes at a smaller scale, for example a community owned wind turbine(s), solar farm or biomass scheme. These types of project are encouraged in national planning policy and could be delivered as part of neighbourhood plans or other local initiatives to help support energy security, respond to fuel poverty and reduce carbon emissions. Similar schemes in the UK typically involve the local community having shared investment in project, which could offset their energy bills or provide a longer term financial return on their investment. It is likely that the majority of units constructed over the lifetime of the plan will need to meet zero carbon home standards once introduced in 2016.	By 2030 significant progress will have been made in Crawley becoming a carbon neutral town... Conserving natural resources to support future growth will be vital to the long-term future of the town. Crawley will be a Carbon Neutral town by 2050.

Source: CCL and 31ten Consulting analysis of Local Plans and evidence base

2.5 Project Capital Funding

Reigate & Banstead	Horsham	Tandridge	Mid Sussex	Crawley	Mole Valley
<p>Number of infrastructure schemes: Greater Redhill Sustainable Transport Package to increase accessibility to economic centres. Total cost of £4.9m, with £3.9m LGF and £0.98m private sector funding. Reigate Road network improvement scheme to address congestion through the reconfiguration of the road network, totaling £5.05m, with £4.04m of LGF and £1.01m of private funding.</p>	<p>North Horsham Parkway rail station will serve the northern area of the District.</p> <p>The entire investment in the strategic development is circa £1bn most of which will be provided by the private sector.</p> <p>c£5m from local growth fund for improvements to the A24.</p>	<p>Ultrafast broadband connections across Caterham funded by £0.163 million of Growing Places funding</p>	<p>Burgess Hill Growth Area, and in particular the planning applications for the Northern Arc, incorporating at least 3,500 new homes, a new business park and a centre for community sport. A new northern link road is proposed between the A2300 and the A273 Isaacs lane and public transport improvements are proposed including a bus link through the development to Maple Drive. This development will require extensive working with stakeholders and Government departments to ensure that the form of development and the accompanying infrastructure will meet local needs and be delivered in a timely</p>	<p>Crawley Station Gateway total cost £59.5m. Other opportunity sites - total cost £159.35m. Comprises Queens Square (£16.0m), Town centre North (£92.0m), Broadway (£11.25m), Telford Place (£17.35m) and Southern Counties (£22.75m). Crawley Borough Council has formally approved £5m and West Sussex County Council £1.5m approved (in addition to highways investment programme). Manor Royal projects include Gatwick Road Improvements (£420,000 - 1st stage), Gateway</p>	<p>Leatherhead gyratory (traffic management measures, junction modifications and signal enhancements): Total £8.9m (£7.1m LGF/£1.7m Private). Dorking sustainable transport package (to relieve traffic congestion, traffic management measures, improved provision of sustainable transport): Total £4.9m (£3.9m LGF/£0.9m Private). Wider Leatherhead Sustainable Transport Package (walking and cycling improvements to link Ashted and Leatherhead town centres and improve access to rail stations): Total £4.2m (£3.4m LGF/£0.5M Private).</p>

Source: CCL and 31ten Consulting analysis of Local Plans and evidence base

3. BOROUGH, DISTRICT AND COUNTY EVIDENCE SUMMARIES

- 3.1 This section sets out a series of summary evidence tables for each of the constituent local and county authorities within the Gatwick Diamond.
- 3.2 Each borough, district or county proforma summary is structured to cover the following topics and issues:
- Spatial portrait;
 - Economic and employment;
 - People, places and communities;
 - Transport and communications;
 - Countryside and landscape;
 - Low carbon economy;
 - Community Infrastructure Levy; and
 - Capital funding commitments.
- 3.3 Stated capital and revenue sums for various infrastructure and development projects are set out for each of the districts, boroughs and counties. The sums set out are as recorded in the appropriate source documentation and may be subject to change over time.

3.1 CRAWLEY BOROUGH

Spatial Portrait

Crawley will be a modern, vibrant town that stands proud of its achievements and uses its strengths to reach its potential. Its strong and diverse communities, neighbourhood structure, sustainable economic growth and excellent connections within and beyond the region will make it a place that people enjoy and want to live, work and visit.

Crawley the place:

As a progressive town, Crawley will strive to be distinctive from other towns in West Sussex. It will be the premier town between London and the South Coast providing jobs, learning and development opportunities and a leisure and cultural offer that draws visitors from across the South East. As a town within a countryside setting that is very much valued by local people it will be safe and well cared for. The rich heritage which has shaped what the town is today will be respected, protected and enhanced. All people who live here will be proud, confident and self-reliant, working together and with others for the good of the town.

Living in Crawley:

By 2030, about 5,000 new homes will have been built to support the needs of the growing population. A mix of new homes will be designed for residents in all stages of life. These will be built in locations which respect the town's unique development and design principles and preserve the most valued of the town's environmental features.

Local communities will be directly involved in planning how the town grows and develops in order to achieve the best outcome for all concerned;

particularly where difficult choices have to be made.

Neighbourhoods will continue to feature in the development of the town, recognising the important role they play in helping shape and develop communities.

Working in Crawley:

Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.

Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. Gatwick Airport will continue to support the economic growth of the town.

Additional jobs will have been created for people living in and around the Crawley area across a diverse range of sectors. Access to jobs will be supported by learning and development opportunities giving people a real choice about the work they can and want to do.

Experiencing Crawley:

By 2030, Crawley will be a place that people want to visit, to have fun and spend their leisure time. Crawley's parklands and open spaces, its sporting, and leisure facilities along with its cultural offer will be enhanced, for the benefit of local people and visitors.

The revitalised Town Centre will be the heart of the town, providing a central point for local people and others from across the region to enjoy social activities, shopping, culture and entertainment both during the day and at night. It will have a welcoming and attractive family friendly environment.

Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed along with informal green spaces for all to enjoy. The spirit and pride of individual communities will continue to be harnessed to make neighbourhoods the focus of local celebration.

Growing Crawley:

Growth will be sustainable and supported by an infrastructure plan that complements development enabling people to live a long and happy life.

Enabling people:

Crawley will continue to improve the quality of life for its residents throughout every stage in their life. Excellent early years' provision will support children's development, which will be further assisted by the provision of good primary, secondary, further and higher education. Education, for both young and old, should unlock potential, giving people a real choice about what they do in their working life. People will be encouraged to stay physically and mentally fit and active, high standards of health care will be delivered locally and people will be able to age with confidence as they grow older.

Growing the town:

By 2030 significant progress will have been made towards Crawley becoming a carbon neutral town. A strong road network will be complemented by a good public transport system, giving people choice about how they travel. Allowances for parking spaces will be fully considered in any new development. As a modern town, the technological and communication infrastructure will be in place to ensure residents and businesses have the support needed to develop and grow. Conserving natural resources to support future growth will be vital to the longevity of the town.

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Economic and Employment				
Employment Vision	Crawley will continue to be an economic leader meeting the needs of significant employers who are important to the overall prosperity of	1. GDAs will plan for economic growth with employment	Crawley Economic Plan for 2011-16 is in place and confirms "a focus on	Adopted Crawley Local Plan 2015-30

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>the region. A business environment that supports and encourages new and established businesses to grow and flourish will be developed.</p> <p>Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. Gatwick Airport will continue to support the economic growth of the town.</p> <p>Additional jobs will have been created for people living in and around the Crawley area across a diverse range of sectors. Access to jobs will be supported by learning and development opportunities giving people a real choice about the work they can and want to do.</p> <p>The revitalised Town Centre will be the heart of the town, providing a central point for local</p>	<p>levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies;</p> <p>2. In the short and medium term the primary focus for new business development will be the areas around Crawley and Gatwick, reflecting their existing strength as a business location and the potential for attracting growth to this location.</p>	<p>enhancing the potential of our principal business centres – Gatwick Airport, Manor Royal and the town centre. We will seek out opportunities for drawing new elements into our economy to broaden the contribution to and potential for Crawley's future prosperity. These actions will be supported by efforts to raise aspirations and skills of local people and nurture an enterprise culture".</p>	<p>Page 49</p> <p>Northern West Sussex Economic Growth Assessment, 2014 and Crawley Update to EGA, 2015</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>people and others from across the region to enjoy social activities, shopping, culture and entertainment both during the day and at night. It will have a welcoming and attractive family friendly environment.</p> <p>Neighbourhoods will continue to offer local facilities alongside amenities that can be easily accessed.</p>			
Scale of Employment Growth	The EGA and the 2015 EGA update recognise that despite a positive approach by the council to maximise the utilisation and intensification of existing sites within Crawley, only 23 hectares of business land can be delivered through the existing available land supply. This could leave a shortfall in business land provision of approximately 35 hectares.	1. GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies	<p>No hard target set out in the LSS. The adopted Local Plan provides the current target base for the scale of employment growth.</p> <p>Crawley Authority Monitoring Report, 2013 – 15 identifies (paragraphs 31.14, et seq.) the rate of completion of B-class floor</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy EC1 and Paragraph 5.11</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>space was below the implied average rate in 2013-14 and 2014-15 before accelerating during the first two quarters of 2015-16, with the completion of floorspace estimated to be equivalent to 10 hectares. This would seem to underline the picture presented in the EGA, with strong demand meaning that the 23ha available business land supply identified in the Local Plan is likely to be taken up in the early years of the Plan period.</p> <p>A considerable, and growing, quantity of B1 floor space has been</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>granted consent to change to other uses each year since 2013-14.</p> <p>Crawley will seek to meet its unmet need, first in Crawley, then at the periphery of Crawley and, then, working with the Gatwick Diamond Local Authorities to investigate the most appropriate locations outside the borough but within the Gatwick Diamond.</p> <p>The prior approval process has acted as a key contributor to the erosion of B1 office supply, and the Manor Royal-wide Article 4 directions</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			(removing permitted development rights which allow change of use from B1 & B8 to residential) are seen as a means of addressing this.	
Knowledge-based Growth	iv. Consider the opportunities for providing additional space (land or premises) to support innovation, science and knowledge-based activities linked to higher education either in or near Crawley.	1. In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.	Comments in relation to the provision of employment floorspace and sites are as set out previously.	Crawley Economic Plan, 2011-16 Priorities and Actions (3 - iv)
Skills Attainment	i. Work with educational and training providers and local partners, including Central Sussex	1. Strong, growing and aspirational	Crawley Employment and Skills Plan, 2016-21 sets	Crawley Economic Plan 2011-16

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>College, to help raise aspirations and promote the full range of career options to local people</p> <p>ii. Help to establish higher education provision in the area and promote links to local business</p> <p>iii. Test options for locally devised and delivered business and enterprise support, mentoring and skills transfer between new and established businesses and entrepreneurs – to include activities promoted through the Business Community Partnership, Education Business Partnership and other agencies designed in support of improving the capacity and skills of the local community and businesses</p> <p>iv. Consider the opportunities for providing additional space (land or premises) to support innovation, science and knowledge-based activities linked to higher education either in or near Crawley.</p>	<p>communities with the skills to access the job opportunities available in the Diamond</p> <p>2. GDI will retain and promote its long term aim to secure a university centre</p>	<p>out the aim to improve access to better quality jobs.</p> <p>Four main projects are identified:</p> <ul style="list-style-type: none"> • Town Centre Skills Academy - Work with the Construction Industry Training Board (CITB), Central Sussex College and site developers to obtain “Skills Academy” status for town centre regeneration sites. This will unlock significant new local jobs and apprenticeship opportunities for local people 	<p>Priorities and Actions (3 – i, ii, iii, iv)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>In the Crawley Skills Plan there are the following priorities:</p> <ul style="list-style-type: none"> • Up-skill Crawley residents • Help businesses overcome skills gaps • Improve the employability of young people • Empower the most disadvantaged local residents • Create new pathways for residents into higher education, higher skills levels and higher value jobs 		<ul style="list-style-type: none"> • Gatwick Skills Laboratory - Bring FE and HE training providers together with Gatwick Airport Ltd and local businesses to develop a Gatwick Skills Laboratory. This will design and roll-out new higher level skills training to help these businesses overcome the skills gaps and therefore shortages which restrict business growth. • Crawley Young Workers Scheme - Young Workers Scheme at the council allowing unemployed 16-24 year olds to gain 	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>paid placements for six months</p> <ul style="list-style-type: none"> • Employ Crawley - Create an Employ Crawley partnership, working closely with Job Centre Plus, local employment support agencies, training providers and voluntary sector partners to match local residents to jobs, careers advice and skills training opportunities. <p>The Report identifies current skills and qualifications performance:</p> <ul style="list-style-type: none"> • Crawley residents hold fewer qualifications 	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>than both the South East (SE) and national averages (GB) –28.1% attain NVQ Level 4 (Foundation degree) and 34% of residents hold management positions or professional qualifications, compared with SE 44% and GB 44% (<i>NOMIS 2016</i>)</p> <ul style="list-style-type: none"> • Crawley's apprenticeship starts have fallen since 2011. There were 13% fewer apprenticeships in 2014/15 compared with the previous year (SE reduction was 19%) 	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<i>(National Apprenticeship Service)</i>	
Primary Locations	<p>i) Build upon and protect the established role of Manor Royal as the key business location (B Use Classes for Crawley at the heart of the Gatwick Diamond; and</p> <p>ii) Ensure that the town's Main Employment Areas are the focus for sustainable economic growth.</p> <p>The preferred location for strategic employment is within the borough, to the north of Manor Royal and south or east of Gatwick Airport, identified as the Area of Search on the Key Diagram. However, given current safeguarding of this land for a possible second runway at Gatwick, work required to identify an appropriate site, or sites, for further business development will take place after the government has issued a final decision on</p>	<p>1. In the short and medium term the primary focus for new business development will be the areas around Crawley and Gatwick, reflecting their existing strength as a business location and the potential for attracting growth to this location</p>	<p>Crawley Economic Plan 2011-16 identifies the need to:</p> <p>Prepare a clear statement on a revised Town Centre North scheme (this has been achieved through the Town Centre North SPD, November 2011);</p> <p>Establish a development management approach based on key site prioritisation for Manor Royal;</p> <p>Engage Gatwick Airport to deliver joint economic and</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy EC1 (Sustainable Economic Growth)</p> <p>Policy EC2 (Economic Growth in Main Employment Areas)</p> <p>Policy EC6 (Town Centre)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>additional runway capacity in the UK, and has determined whether the area should still remain safeguarded.</p>		<p>community development plans. Support plans to increase passenger throughput in the current Airport configuration and work with others to encourage wider infrastructure improvements.</p> <p>The adopted Local Plan has updated the policy base which now identifies Key Town Centre Opportunities, including Land North of the Boulevard and the County Buildings site (policy EC6) rather than allocated Town Centre North as a single development.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Business Development Locations	<p>Manor Royal, Gatwick Airport and Crawley Town Centre represent key economic locations, and are identified as Main Employment Areas.</p> <p>In addition, Three Bridges Corridor (including Hazelwick Avenue), Maidenbower Business Park, Tilgate Forest Business Centre, Broadfield Business Park, Lowfield Heath, Broadfield Stadium and K2 Crawley, and The Hawth are covered in policy EC2.</p> <p>Manor Royal is the principal business location for Crawley, and instrumental to the success of the wider Gatwick Diamond.</p>	<ol style="list-style-type: none"> 1. Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists 2. In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based 	<p>The Adopted Local Plan establishes and reaffirms the main business development locations in Crawley. The Plan includes policies to protect and improve existing employment and business locations.</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy EC2 (Economic Growth in Main Employment Areas)</p> <p>Policy EC3 (Manor Royal)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		industries can prosper.		
People, Places & Communities				
Population Levels and Change	Population 106,600 (2011). 22% increase from 1991. Future population growth: 107,053 to 128,700 (2011 to 2031) using 2012-SNPP	No specific LSS target	No comment	Adopted Crawley Local Plan 2015-30 Paragraph 6.1 OACHEN Report, 2015 Table 2.4
Household Growth	45,329 – 54,060 households. Growth of 8,731 (19.3%).	No specific LSS target	No comment	Crawley OACHEN Report, 2015 Table 2.7
Housing Need (OAN)	5,100 net dwellings 2015 – 2030 identified within the Local Plan Remaining unmet need of some 5,000	1. To assist in developing local strategies for housing, GDLAs will	Comment on housing supply and completions below.	Adopted Crawley Local Plan 2015-30 Paragraph 6.13

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p> dwellings arising that will need to be accommodated elsewhere due to Crawley's constrained land supply.</p> <ul style="list-style-type: none"> • 675 dpa OAN 	<p>work together to establish a common understanding of locally generated housing needs so as to provide a sound basis for strategic decisions; and</p> <p>2. GDAs will work together to consider and agree how locally generated housing needs can best be met</p>		
Housing Supply/Delivery	<p>Variable levels of housing supply and delivery. House completions peaked in 2007/8 at some 700 dwellings (Apple Tree Farm, Ifield main contribution). Significant reduction in completions since.</p> <p>Average housing completions is some 320</p>	<p>1. The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the</p>	<p>The Crawley Authority Monitoring Report 2013-2015 sets out (Table 3.1) housing completions (measured against former H1 policy target of 340 dpa – not adopted Local</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Paragraphs 6.8 and 6.9</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p> dwellings per annum over last ten-years</p> <p> the SHLAA has identified a housing land supply which provides a total of 5,425 net dwellings including windfalls 5,123 of which are anticipated to be delivered over the Plan period.</p> <p> 825 dwellings to be delivered as windfall (55 dpa).</p> <p> The Local Plan makes provision for the development of a minimum of 5,100 net dwellings in the borough in the period 2015 to 2030.</p> <p> 40% affordable housing is required (70% Affordable Rent/Social Rent: 30% Intermediate)</p> <p> In addition, 10% low cost housing offering 10% discount to first time buyers</p>	<p> housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.</p>	<p> Plan target). This indicates net completions:</p> <ul style="list-style-type: none"> • 2013/14: 194 dwellings • 2014/15: 226 dwellings <p> Net affordable housing delivery is shown in Table 3.3:</p> <ul style="list-style-type: none"> • 2013/14: 70 dwellings • 2014/15: 122 dwellings 	<p> Paragraph 6.25 and 6.27</p> <p> Policy H1 (Housing Provision)</p> <p> Policy H4 (Affordable and Low Cost housing)</p> <p> Crawley Authority Monitoring Report 2013-</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
				2015
Locations of Housing	<p>Developable housing land is constrained within a compact borough boundary. Developable housing land is constrained within a compact borough boundary compounded by noise and safeguarding constraints due to Gatwick Airport</p> <p>Crawley was comprehensively planned as a 20th Century new town. Maidenbower was developed in the 1990s. Forge Wood (the last neighbourhood scale development the Borough can accommodate), to the north-east of the built-up area has permission for 1,900 dwellings.</p> <p>There are limited opportunities for intensification and small areas of unconstrained land within the built-up area.</p> <p>A new neighbourhood beyond the borough boundary at Kilnwood (Horsham District) is</p>	<p>1. The focus for new housing will be the developments already planned at Crawley, Horley and Horsham, in the existing urban areas and at other accessible locations around the Diamond.</p>	<p>Crawley Authority Monitoring Report 2013-15 indicates (Housing Trajectory, Appendix 1) total completions of 220 dwellings for deliverable, developable and town centre opportunity sites allocated in the Local Plan either through policy H2 and/or EC6.</p> <p>Total anticipated completions across all sites including windfalls and other SHLAA sites over five-year period is:</p> <ul style="list-style-type: none"> • 2016/17: 509 dwellings • 2017/18: 722 	<p>Adopted Crawley Local Plan 2015-30</p> <p>Paragraph 6.4</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>under construction.</p> <p>Deliverable:</p> <ul style="list-style-type: none"> • Forge Wood, Pound Hill (1,900 dwellings) • Ifield Community College, Ifield (125 dwellings) • Southern Counties, West Green (218 dwellings, mixed use priority for residential) • Land adjacent to Desmond Anderson, Tilgate (100 dwellings) • Fairfield House, West Green (93 dwellings) • 15 – 29 Broadway Upper Floors, Northgate (57 dwellings) • Kilnmead Car Park, Northgate (40 dwellings) • Zurich House, East Park, Southgate (59 dwellings) • Goffs Park Depot, Southgate (30 dwellings) • Former TSB site, Russell Way, Three Bridges 		<ul style="list-style-type: none"> • 2018/19: 677 • 2019/20: 499 <p>The increase in completions is explained by the ongoing construction of the Forge Wood neighbourhood in particular.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>(40 dwellings)</p> <ul style="list-style-type: none"> • Land adjacent to Langley Green Primary School, Langley Green (30 dwellings) • 5 – 7 Brighton Road, Southgate (48 dwellings) <p>Developable:</p> <ul style="list-style-type: none"> • Longley Building, Southgate (48 dwellings) • Town Centre Key Opportunity Sites (499 net dwellings); comprising: Telford Place, Three Bridges (deliverable); Crawley Station and Car Parks (deliverable) • County Buildings (deliverable) • Land North of the Boulevard (developable) • Tinsley Lane, Three Bridges (deliverable) 120 dwellings, • Breezehurst Drive Playing Fields, Bewbush (developable) 65 dwellings, • Henty Close, Bewbush (developable) 24 			

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	dwellings.			
Types of Housing	<p>Currently approximately 43,000 dwellings in total in Crawley.</p> <p>25% affordable housing (social rent or part ownership).</p> <p>Private rental housing is some 15% of total stock.</p> <p>Terraced housing makes up the largest share of the stock (42%), with the rest comprising flats (23%), semi-detached (21%) and detached housing (14%).</p>	<p>1. The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an</p>	<p>Policy H3 sets out the housing mix for affordable housing, and whilst accounting for market demands, requires developments to consider matching mix for market housing with need, by using SHMA and updates as reference. The Plan notes the importance of addressing local need and not just market demands.</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy H3 and paragraph 6.6</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		increasingly skilled workforce		
Retail and Leisure (Town Centres)	<p>Capacity for growth of up to 26,650 sq.m of comparison (non-food) retail expenditure floorspace over the plan period.</p> <p>Crawley Town Centre is a main employment area, and a key retail destination that is of sub-regional significance.</p> <p>The Primary Shopping Area is the heart of the Town Centre and is the focus of Crawley's retail offer. It comprises Primary Shopping Frontages and Secondary Shopping Frontages.</p> <p>The primary shopping frontages, including Queens Square, County Mall and The Martletts, provide a retail-led mix of uses, attracting a significant footfall of customers.</p> <p>The secondary frontages, include The Broadway, The Boulevard, Broad Walk and</p>	<p>1. The role of Crawley Town Centre will be enhanced, enabling it to fulfil a more effective role in competing with major regional centres elsewhere in the South East. Whilst retail-led, the changes should also provide an environment which makes Crawley Town Centre a more attractive place to visit.</p>	<p>No AMR data to measure progress against or to update.</p> <p>Town centre regeneration is being achieved through:</p> <ul style="list-style-type: none"> • new residential; • new A1; • A3 uses; • alternative town centre uses; • public realm enhancements; as well as • filling vacant A1 units. 	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policies EC2 and EC6 Paragraph 5.64</p> <p>Policy EC5 (Primary Shopping Area)</p> <p>Policy EC7 (Retail and Leisure development outside the Primary Shopping Area)</p> <p>Town Centre Supplementary Planning Document</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>High Street.</p> <p>The Local Plan will ensure that Crawley is able to build upon its established role as a competitive sub-regional town centre destination. The Plan follows the Town Centre first sequential approach.</p> <p>The existing out of town centre retail locations at County Oak and London Road Retail Parks have an established retail warehouse function and should remain the focus for any out-of-centre retail proposals subject to satisfying the sequential assessment and impact testing.</p>			
Transport and Communications				
Highways Infrastructure	West Sussex Local Transport Plan states that <i>"Our long-term transport strategy will focus on delivering sustainable transport improvements in Crawley and the other major towns, increasing connectivity and improving access</i>	1. At a strategic level, transport policies will be focused with the aim of securing: <ul style="list-style-type: none"> investment in 	West Sussex Local Transport Plan (LTP), Part 2, Implementation Plan identifies (page 56) notes that the LTP aims to tackle	West Sussex Local Transport Plan 2011-2026 Section 1.3.2 - Page 24

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<i>to services and employment opportunities”.</i>	sustainable transport to, between and within the two regional hubs; <ul style="list-style-type: none"> • enhanced rail connectivity and reliability to London; • public transport connectivity to Gatwick and the main urban areas; • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current 	identified transport issues as and when funding becomes available (section 2.4.1). Specific strategic road network and other highway schemes are not identified although issues of traffic congestion (particularly the M23/A23 and A2220 Horsham Road) are identified. The LTP also notes that future development of Bewbush and Forge Wood will have a major impact on the current highway network and public transport services.	Local Plan Transport Evidence Base Study

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>levels, both in terms of delay and journey time reliability.</p>		
<p>Sustainable Transport (Rail, Bus)</p>	<p>At Gatwick Station, support its function as an airport-related interchange and provide opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses.</p> <p>At Three Bridges Station, support its role as a potential parkway station and as a major interchange between the rail, bus and highway network.</p> <p>at Crawley Station, support its role as a major gateway to the Town Centre and improve its integration with the main shopping area and bus station.</p>	<p>1. GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market</p>	<p>West Sussex LTP, Part 2, Implementation Plan identifies (page 57) a series of actions and aims for Crawley relating to sustainable transport:</p> <ul style="list-style-type: none"> • Making the best use of the existing road network and improving the way in which the network is managed to reduce current levels of congestion by achieving a shift to sustainable modes of transport. For example, 	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy IN6 (Improving Rail Stations)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>At Ifield Station, strengthen its role as a local suburban station meeting the needs of residents in the west of the town.</p> <p>Gatwick rail station is in a highly strategic location for transport, not only within the borough, but for the wider South East region. It is important to seize opportunities for any possible improvements for broadening the function of the station to include further surface travellers, particularly those who use sustainable modes of transport, such as rail or buses.</p> <p>Three Bridges rail station is a major rail junction for both the Brighton main line and the Bognor Regis/Southampton rail line. As a major transport interchange for commuters, it is envisaged that the station can better serve those using buses, cycles and the highway network.</p>		<p>through introducing intelligent transport systems, making public transport more convenient, comfortable and safe.</p> <ul style="list-style-type: none"> • Encouraging sustainable travel by improving the existing cycle and pedestrian network. • Involving local employers in travel behaviour change projects such as Crawley Easit, to encourage cycling, walking and using public transport to travel to work. 	<p>Paragraph 8.28</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Crawley rail station acts as a major gateway into the Town Centre, and thus, it is important to support the station's integration into the main shopping area through environmental improvements and high-quality urban design. At Ifield rail station, the development of the Kilnwood Vale neighbourhood (in Horsham district) to the west of the town means it is important to strengthen the role of this suburban rail station in order to meet the needs of any increases in rail patronage.</p> <p>Cycling and walking is dealt with through Local Plan policies CH11 and ENV1 as well as the sustainable transport policy IN3 which aim to enhance links for walking and cycling as part of new development proposals.</p>		<ul style="list-style-type: none"> Working with our partners to achieve the required extension and improvements at Gatwick Airport Station to provide: an extra platform; improved platform access and facilities; safer passenger waiting areas; and a new station concourse by 2020. Working with our rail partners, Crawley Borough Council and developers to explore opportunities for the redevelopment of Three Bridges and 	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>Crawley railway stations, including through the station travel plan process. Also explore short-term measures at all stations to provide; better interchange between public transport including Fastway; additional car parking; and cycle and pedestrian facilities.</p> <ul style="list-style-type: none"> • Liaise with developers and the rail industry over plans for a potential new station at Holmbush. <p>Performance against the LSS and the LTP actions is</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			not set out in the LTP Monitoring Report.	
Superfast Broadband	<p>All proposals for residential, employment and commercial development of one unit or more must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted</p> <p>Superfast broadband connections are available via cable in Crawley with broadband starting at 30 Mbs. Crawley also has access to superfast broadband via the Next Generation Access network.</p> <p>West Sussex Better Connected project aiming to have 90% of West Sussex given access to superfast broadband by April 2015.</p>	<p>1. Partners in the GDI will continue to work with providers to extend and improve superfast broadband</p>	<p>Centre for Cities: Cities Outlook (2016) using Ofcom Connected Nations Report data identifies at Table 17 that Crawley has 86.7% of postcodes achieving superfast broadband connection. This places the Borough 3rd overall when measured against the other cities in the survey.</p> <p>The proportion of postcodes connected is also close to the West Sussex County Better Connected project to secure 90% by April 2015.</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy IN2 (Strategic Delivery of Telecommunications Infrastructure)</p> <p>Paragraph 8.12</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
<p>Gatwick Airport</p>	<p>The adopted Local Plan notes that Gatwick Airport lies within the Borough of Crawley and is the busiest single runway airport in the world. In 2014/15, usage was around 39 million passengers per annum (mppa) which is expected to rise to 40 mppa before 2020 and potentially up to 45 mppa by 2030.</p> <p>Council policy supports growth of the Airport to a throughput of 45 mppa with a single runway and two terminals. This level of development is supported by legal agreement.</p> <p>Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum.</p> <p>The Local Plan Map identifies land which will</p>	<ol style="list-style-type: none"> 1. Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the environmental impacts 2. GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range 	<p>The West Sussex LTP, Part 2 Implementation Plan identifies work to enhance Gatwick Airport Station at page 57:</p> <p><i>"Working with our partners to achieve the required extension and improvements at Gatwick Airport Station to provide: an extra platform; improved platform access and facilities; safer passenger waiting areas; and a new station concourse by 2014".</i></p> <p>The current position is that the new Station concourse is scheduled to</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Chapter 9</p> <p>Paragraph 9.1</p> <p>Policy GAT1 (Development of the Airport with a Single Runway)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.</p>	<p>of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>3. As directed by national policies, land for a possible second runway will continue to be safeguarded until a full analysis of the issues at both a national and local level has been completed and new government policies are in place.</p>	<p>be developed by 2020.</p> <p>Gatwick Airport reached 40.8mppa in 2015/16 (June 2016) and is forecast to reach about 43mppa for the year 2016/17.</p>	<p>Policy GAT2 (Safeguarded Land)</p>
<p>Countryside and Landscape</p>				

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Green Belt	Not Applicable	Not Applicable	Not Applicable	Not Applicable
South Downs National Park	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Area of Outstanding Natural Beauty	The Council will conserve and enhance the natural beauty and setting of the High Weald AONB by having particular regard to the High Weald AONB Management Plan in determining development proposals affecting the AONB.	1. The GDLAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy	<p>According to the draft Crawley Green Infrastructure SPD (2016) at section 6.4, there is only a small amount of the High Weald Area of Outstanding Natural Beauty within Crawley Borough situated to the south of the A26.</p> <p>Local Plan policy H5 allocates the western portion as a reserve gypsy and traveller site. The eastern area is heavily wooded with the grassed areas having received planning consent for a</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy CH10 (High Weald Area of Outstanding Natural Beauty)</p> <p>Draft Crawley Green Infrastructure SPD</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>cemetery.</p> <p>There has been no change to the extent or purpose of the High Weald AoNB designation since the Gatwick Diamond LSS, 2012 was prepared. The policy position and approach is tightly set within national planning policy and through the adopted Local Plan together with the draft Green Infrastructure SPD.</p>	
Green Infrastructure Plans	<p>Conservation and enhancement of multi-functional green infrastructure network.</p> <p>Strategic green infrastructure network is afforded the highest level of protection.</p>	<p>1. The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the</p>	<p>The Local Plan sets out policies, including ENV1, ENV3, ENV4, ENV5 and CH7 that are concerned with securing appropriate green infrastructure, open</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy ENV1 (Green Infrastructure)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Preparation of Green Infrastructure and Planning and Climate Change SPDs</p> <p>Protection of Ifield Brook Meadows and Rusper Road Playing Fields as a Local Green Space (ENV3)</p>	<p>opportunities it provides for employment, recreation and renewable energy.</p> <p>2. Greenfield development and loss of countryside will be kept to a minimum.</p> <p>3. As part of joint working at a district level, the GDLAs will develop work already done into a green infrastructure plan for the Gatwick Diamond.</p>	<p>spaces and recreation facilities in the Borough.</p> <p>The Crawley Green Infrastructure SPD (2016) has been prepared for public consultation ending in mid-June 2016.</p> <p>The SPD provides additional, detailed guidance to support the adopted Local Plan policies in securing green infrastructure, protecting landscapes, biodiversity and related land use issues.</p> <p>The SPD supports the protection, enhancement and management of multi-</p>	<p>Policy ENV3 (Local Green Space)</p> <p>Policy ENV4 (Open Space, Sport and Recreation)</p> <p>Policy ENV5 (Provision of Open Space and Recreational Facilities)</p> <p>Policy CH7 (Structural Landscaping)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>functional green infrastructure throughout the Borough.</p> <p>There is no reference or evidence of work to prepare or support a Green Infrastructure Plan for the Gatwick Diamond, although work was commenced through Groundwork previously.</p>	
Low Carbon Economy				
Low Carbon Energy	<p>By 2030 significant progress will have been made in Crawley becoming a carbon neutral town... Conserving natural resources to support future growth will be vital to the longevity of the town.</p> <p>Crawley to be a Carbon Neutral town by 2050</p>	1. GDLAs will develop and maintain strategies for securing more sustainable forms of development and a more efficient low carbon economy	Crawley Corporate Climate Change Strategy (2008) and Crawley Carbon and Waste Reduction Strategy (2012) set the Council's objectives to achieve carbon neutrality by 2050 within interim targets to	<p>Adopted Crawley Local Plan 2015-30</p> <p>Chapter 7</p> <p>Paragraph 7.42</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Development should take an active approach to reducing a development's need to consume energy,		<p>reduce carbon emissions by 32% by 2020 and 60% by 2040.</p> <p>Crawley Borough does not monitor carbon emissions itself and the data used is from DECC.</p> <p>The latest DECC CO₂ emissions data (within the scope of influence of Local Authorities) dataset published in 2015 has data for the period 2005-2013. This indicates that at 2013 per capita emissions had followed a decreasing trend level to 6.7 kt per capita. A decrease of some 0.9 kt per capita from 2005</p>	Draft Climate Change SPD

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			(albeit with a varying level of annum performance in the intervening period).	
Carbon Emissions	<p>For new developments, in relation to carbon:</p> <ul style="list-style-type: none"> i. Take an active approach to reducing its need to consume energy; ii. Utilise renewable and low carbon energy technologies where appropriate; iii. Look at ways to improve the existing building when adding improvements or extensions; iv. Minimise the amount of carbon emitted throughout the implementation and construction process and ensure any existing embedded carbon onsite is retained; v. Consider the establishment of district energy networks within heat priority areas or near potential sources of waste energy and consider connection or futureproofing developments for 	<p>1. GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.</p>	<p>Crawley Economic Plan 2011-16, Our Priorities and Actions, 5 identifies securing Carbon Reduction Strategy and targets with early delivery options identified. Explore commercial benefits for various energy solutions including solar, district heating, joint purchasing of services from green energy supplier. Assess the revenue generating and cost saving potential from Feed in Tariffs (FiT) and potential for Community Interest</p>	<p>Adopted Crawley Local Plan 2015-30</p> <p>Policy ENV6 (Sustainable Design and Construction)</p> <p>Draft Climate Change SPD</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	connection (see Policy ENV7).		<p>Company (CiC). Support businesses through the Green Business Programme.</p> <p>As noted above, the level of carbon emissions per capita in Crawley has showed a decreasing trend in the period 2005 – 2013 but there is no data published for the period after 2013. Crawley Borough does not monitor carbon emissions itself and the data used is from DECC.</p>	
De-centralised Energy Networks	Crawley, due to its relatively dense and compact urban character, its neighbourhood-based layout, and the quantity of new development expected over the coming years	1. GDAs will work together and with GDI partners to develop and support	Crawley Local Plan: Topic Paper 7 – Climate Change (2015) provides a recent update with respect to the	Adopted Crawley Local Plan 2015-30 Paragraph 7.51

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>has a significant opportunity to develop District Energy Networks.</p> <p>The development of district energy networks and associated infrastructure is encouraged and should be approved unless it results in significant adverse impacts on the environs.</p> <p>Any major development within the borough, and all development proposals within a priority area for District Energy Networks that would involve the creation of a new dwelling or the creation of over 1000sqm of internal floorspace, should demonstrate consideration of linking to District Energy Networks.</p>	<p>innovative projects which help reduce the Diamond's carbon footprint.</p>	<p>feasibility and delivery of decentralised energy networks in the Borough at Appendix A.</p> <p>The Appendix statement notes three areas of progress:</p> <ul style="list-style-type: none"> • K2 Heat Network – capital funding of £650,000 for the network involving the K2 Leisure Centre, two school and housing development. • Town Centre Heat Network – progressing detailed engineering design work for a second heat network in 	<p>Policy ENV7 (District Energy Networks)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>Crawley Town Centre. DECC funding of £40,000 secured to progress design works in the Borough including the Town Centre.</p> <ul style="list-style-type: none"> Manor Royal Heat Network – the Council intends to bid for funds to progress design work for the network. <p>The update on progress dates from February 2014 and therefore more recent progress or developments are not recorded. This will need to be updated through the Check and</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>Challenge workshop process.</p> <p>The Crawley Infrastructure Plan (2014) identifies progress on decentralised energy at page 11. This confirms the above and notes implementation phasing for K2 system for 2015; Town Centre by 2016; and Manor Royal by 2017.</p>	

Community Infrastructure Levy

Crawley CIL to be implemented on 17th August 2016

- Residential: £100 per sq.m (Boroughwide Zone)

- General Retail A1-A5 (Excluding Food Supermarket): £50 per sq.m (Boroughwide Zone)
- Food Supermarket A1 (less than 3,000 sq.m): £100 per sq.m (Boroughwide Zone)
- Food Supermarket A1 (3,000+ sq.m): £150 per sq.m (Boroughwide Zone)
- All other uses: £0 (Boroughwide Zone)

Borough-wide Zone excludes land within the defined Airport Zone which is exempt from CIL.

Capital Funding Commitments

Crawley Station Gateway

i) Crawley Station gateway area

An unattractive area dominated by traffic and an almost empty building and with poor facilities for passengers (train and bus), pedestrians and cyclists. It has the potential to be a key transport interchange and town centre 'gateway', underpinned by new residential or office development.

The Site has outline planning permission for 308 residential units, a new station concourse and small amount of retail space, café and business hub. The scheme is dependent on a reconfiguration of the surrounding public realm which would also improve integration between the station, bus station and the rest of the town centre for pedestrians.

ii) Other town centre opportunity sites

The unlocking of development on identified opportunity sites within and on the edge of the Town Centre. There is strong interest from companies who wish

to come to Crawley if the conditions are right including cinema and ice-rink operators as well as retailers. These would in turn attract associated leisure uses including restaurants. There is also evidence of growing interest in town centre residential conversion and development.

- Queen Square – 4,000sq m retail floorspace, 60 residential units, environmental improvements
- Land North of the Boulevard – identified as Key Town Centre Opportunity Site
- Broadway – 57 residential units
- Telford Place – 99 units of private rented, owner occupier and social housing. CBC acquired this site to bring forward a residential-led scheme
- Southern Counties - 212 residential units

Crawley station gateway - total cost £74m. Outline planning consent granted July 2016 for 308 flats, new station concourse, café, shop, business hub, multi storey car park, public plaza and enhanced public realm.

Other opportunity sites - total cost £159.35m. Comprises Queens Square (£16.0m), Town centre North (£92.0m), Broadway (£11.25m), Telford Place (£17.35m) and Southern Counties (£22.75m).

Crawley Borough Council has formally approved £5m and West Sussex County Council £1.5m approved (in addition to highways investment programme). Both Councils willing to consider future businesses cases.

In addition to the private sector, other potential sources of funding are Registered Social Landlords (supported by the Homes and Communities Agency), Network Rail, Metrobus, Town Centre Partnership, s106/CIL and Coast 2 Capital.

Manor Royal

The Council and its partners are pursuing a number of projects to enhance Manor Royal as a key economic hub and growth area for the Coast 2 Capital area.

An important partner is the Manor Royal Business Improvement District established in 2013 which is one the largest of its kind. As well as bringing business expertise from major and smaller employers, it generates funds through the BID levy.

- Gatwick Road Improvements: £420,000 first stage
- Gateway Improvements: First five projects at £778,000. The first Gateway is under construction.
- Social Hub: £2.528m
- Business Hub: £6.9m

Crawley Town Package Transport Measures

- Local Growth Fund: £18.1m
- Other Contributions: £25.7m
- Total: £43.8m

A package of measures will tackle specific infrastructure requirements, reduce congestion and encourage sustainable transport.

Bus priority in Manor Royal will build on the successful Fastway service, with a focus on access to and through the Manor Royal Business District for cycling, walking and public transport. This will help to reduce car reliance.

Alterations will be made to the traffic signals at the junction of Friary Way (Crawley Bus Station) and Station Way, to give buses priority to the bus station. The 25 existing Fastway junctions in the town centre will be reviewed and refreshed. Bus priority will be provided at six further junctions to improve journey time benefits.

Real time passenger information screens will be provided at five bus stops in the Manor Royal Business District.

Public realm improvements will improve walking and cycling facilities, especially to tackle the severance caused by the Boulevard. This could include full or partial pedestrianisation.

A programme of decluttering will remove unnecessary street furniture and create a more cohesive town centre with clearly defined accessibility corridors, including better access and links from the town's rail station to the shopping areas.

The package will improve the public realm and reduce severance, leading to the unlocking of stalled development sites and attracting new businesses to the town centre.

CBC are now identifying different projects for the remaining £15.2m of this funding (with some funding spent on Queens Square). There are nine schemes at present, which are: Station Gateway; Telford Place; Town Centre Eastern Gateway; Queensway/Pavement connections; London Road Corridor (Manor Royal); Gatwick Road Corridor (Manor Royal); M23 Junctions; Three Bridges Station.

3.2 HORSHAM DISTRICT

Spatial Portrait

Information extracted from Horsham District Planning Framework – Adopted in November 2015

An area of 530km² (205 square miles) predominantly rural in character containing a number of small villages and towns. The largest urban area is the market town of Horsham which supports a wide range of jobs. Other smaller towns and villages in the district also provide local employment opportunities, and the rural surroundings support a more rural economy and 95km² (36.49 square miles) of the District falls within the South Downs National Park.

Horsham is strategically placed between London and Brighton, although the rail connections to Brighton are not good and road connections are ok but not direct from Horsham town. Horsham is well connected to the rest of the world, with Gatwick Airport on its northern boundary. Good road and rail links and proximity to nearby ports also ensures the area is well connected to the rest of the UK and mainland Europe. 40% of residents work outside the district (2001 Census), of these, 58% travelled to Crawley and London with an average commute increasing from 17.8 to 19km. Many work within the wider Gatwick Diamond, including Crawley and at Gatwick Airport.

The labour force in Horsham District is highly educated and contribute to the 45,000 businesses and 500 international businesses within the Gatwick Diamond as a whole.

The vision for the District is "*A dynamic district where people care and where individuals from all backgrounds can get involved in their communities and share the benefits of a district that enjoys a high quality of life*".

The vision is to be delivered through the following objectives:

1. Future development based on sustainable development principles that strike the correct balance between economic, social and environmental priorities and delivers living, working and balanced communities which contribute to community cohesion.
2. Meet employment needs, create opportunities to foster economic growth and regeneration, and maintain high employment levels in the district which help reduce commuting distances.
3. Protect and promote the economic viability and vitality of Horsham town, the smaller market towns and the rural centres and promote development which is appropriate within the existing hierarchy and diversity of settlements in the district.
4. Recognise and promote the role of Horsham Town as the primary focus for the community and businesses in the district whilst preserving the unique ambiance that contributes to its attractiveness. The smaller market towns will be recognised as secondary hubs, and encouraged to achieve their role in meeting local needs and acting as a focus for a range of activities, including employment, retail, leisure and recreation.
5. Promote a living and working rural economy where employment opportunities exist which reduce the need for residents to travel, including reducing commuting distances, and facilitate and promote innovation in business including such as high speed broadband.
6. Provide a range of housing developments across the district that: delivers the target number of new homes; respects the scale of existing places; and so far as is possible caters for the needs of all residents, including the delivery of a range of housing sizes and types including affordable housing.
7. Locate new development in sustainable locations that respect environmental capacity and which have appropriate infrastructure, services and facilities in place, or where these can realistically be provided; and to encourage the appropriate re-use of brownfield sites in sustainable location.
8. Protect, enhance and, where appropriate, secure the provision of additional accessible community services, facilities, open spaces and infrastructure throughout the district in accordance with local and district needs.
9. Safeguard and enhance the character and built heritage of the district's settlements and ensure that the distinct and separate character of

settlements, are retained and, where possible, enhanced and amenity is protected.

10. Identify and preserve the unique landscape character and the contribution that this makes to the setting of rural villages and towns and ensure that new development minimises the impact on the countryside.
11. Safeguard and enhance the environmental quality of the district, ensuring that development maximises opportunities for biodiversity and minimises the impact on environmental quality including air, soil, water quality and the risk of flooding.
12. Ensure that new development minimises carbon emissions, adapts to the likely changes in the future climate and promotes the supply of renewable, low carbon and decentralised energy.

Key to meeting demands is a major mixed use development on land North of Horsham (Policies SD2-9) (key aims below), and smaller developments on land west of Southwater (Policy SD10) and South of Billingshurst (Policy SD11) including:

- 2,500 homes – 30% affordable & c300 self-build
- 500,000sq ft. of commercial employment floor space
- Parkway railway station
- Food superstore
- 2 primary schools
- Secondary school
- Local centre / community facilities
- 4,000 new jobs.

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Economic and Employment				
Scale of Employment Growth	<p>Based on housing growth of 750 units per annum (from the SHMA) the following employment space is assumed:</p> <ul style="list-style-type: none"> • Increase in Offices (B1a/B1b) of 8.8ha • Increase in Industrial (B1c/B2/B8) of 29.3ha <p>If these levels of growth are extrapolated to reflect the adopted housing target of 800 units per annum (Adopted Housing target - HDPF) this would require an:</p> <ul style="list-style-type: none"> • Increase in Offices (B1a/B1b) of 9.4ha • Increase in Industrial (B1c/B2/B8) pf 31.3ha <p>There were circa 60,000 jobs in the District in 2013. These are made up as follows:</p>	3. GDAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.	<p>Well placed to capture higher value economic growth opportunities (LEP's growth strategy for the Heart of the Gatwick Diamond as set out in the SEP) due to existing concentrations of knowledge based businesses and a highly productive workforce. Scope exists to diversify and broaden business base to avoid an over-reliance upon larger firms, a number of which have left the District in recent years including Royal and Sun Alliance and Novartis.</p> <p>Insufficient office and industrial supply to meet the requirements of the baseline scenario.</p>	<p>HDPF - Policies 7 and 9 Pages 35 and 40</p> <p>North West Sussex Economic Growth Assessment - 2014</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>business services (16.8%), retail (10.0%), manufacturing (9.3%), education (8.5%), administrative & support services (7.8%), construction (7.7%) and wholesale (7.5%).</p> <p>Circa 69,000 jobs by 2031 with an increase of some 3,600 B Use Class jobs.</p>		<p>Although demand for employment space remains steady, much of the existing office stock needs modernising/upgrading.</p>	
<p>Knowledge-based Growth</p>	<p>Sustainable employment development in Horsham district for the period up to 2031 will be achieved by:</p> <ol style="list-style-type: none"> 1. Allocating land for a high quality business park at Land North of Horsham. 2. Redevelopment, regeneration, intensification and smart growth of existing employment sites. 3. The formation and development of small, start-up and move-on businesses, as well as home working and home based 	<p>1.GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.</p>	<p>Previously the former pharmaceutical research, development and manufacturing site was identified as an opportunity for an HE site in the Diamond. Following funding issues associated with the HE ambition, West Sussex County Council have subsequently purchased the site and announced very well received plans to develop a European Leading centre of excellence science park on the site to build on the areas</p>	<p>HDPF - Policy 7 Page 35</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>businesses, by encouraging provision of small units through development proposals.</p> <p>4. Encouraging appropriate workspace and ICT infrastructure, such as high speed broadband, as an integral part of development, including residential development to support flexible working, home working and businesses with the flexibility to operate anywhere.</p> <p>5. Retention of Key Employment Areas, for employment uses.</p> <p>6. Promotion of the district as an attractive place to stay and visit to increase the value of the tourism economy.</p> <p>7. Encouraging sustainable local employment growth through Neighbourhood Development Plans.</p> <p>8. Encouraging the expansion of higher education facilities related to</p>		<p>existing prominence in the Health and Life Sciences arena.</p> <p>Current plans suggest the science park will occupy two thirds of the 19.6 acre site creating circa 1,000 new skilled jobs, with the other third for residential development.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>research and development and employment training activity.</p> <p>9. Identifying additional employment areas to meet the need for appropriate new business activity</p> <p>10. Development of a European Leading Science Park on the former Novartis site</p>			
Other Employment	As above.	2. In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.		HDPF – Policy 7 Page 35
Skills Attainment	The former Novartis site in Horsham, had	3. Strong, growing	The former Novartis	HDPF – Policy 8

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>been identified as a possible University site but the University of Brighton was unable to secure the necessary funding. Subsequently the site has been purchased by West Sussex County Council with plans to develop a Science Park on the site. Doing so will build on the existing strength of the Health and Life Science industry in the region and to establish a European Centre of Excellence for the industry.</p> <p>Horsham Council is very supportive of these plans.</p>	<p>and aspirational communities with the skills to access the job opportunities available in the Diamond</p> <p>4. GDI will retain and promote its long term aim to secure a university centre</p>	<p>pharmaceutical research, development and manufacturing site presents an opportunity for ongoing use and redevelopment which has been identified as ideally suiting an integrated education and research or similar use.</p> <p>The site is well located in close proximity to Horsham town centre with access to a wide range of services and transport links including the train station.</p> <p>The site has some existing buildings which offer the potential to provide a unique combination of high quality modern research and teaching facilities as well as impressive, high quality industrial era historic buildings set within</p>	<p>Page 37</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>established landscaping.</p> <p>With these revised plans there remains a strategic need for the Gatwick Diamond as a whole to identify a site or sites for HE provision within the area.</p>	
Primary Locations	<p>Allocate land for a high quality business park at Land North of Horsham.</p> <p>As part of the new development a Local Centre will be developed to provide Retail provision of no more than 6,000m² sales floor space and other appropriate local shopping facilities subject to it being demonstrated that there would not be a significant adverse impact on Horsham town Centre.</p>	<p>2. In the short and medium term, the primary focus for new business development will be the areas around Crawley and Gatwick, reflecting their existing strength as a business location and the potential for attracting growth to this location.</p>	<p>Land to the North of Horsham has been allocated to contribute towards meeting the economic development needs of the District and the overall objective of the Horsham district Planning Framework of achieving sustainable economic growth within Horsham district for the next 20 years.</p> <p>This site is the primary location for new employment development in the District and will be developed</p>	<p>HDPF – Policies 7 and 12 SD2 and SD3 Pages 35 & 48</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		3. Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.	<p>as a high quality business park. This will provide local employment opportunities for the district's residents, close to where they live. Alongside the development of the business park, a parkway railway station shall be pursued in order to provide a sustainable form of travel and help to decrease the high level of out commuting that currently occurs.</p> <p>This location is well placed to capture higher value economic growth opportunities promoted by the Gatwick Diamond and LEP referred to above.</p>	
Business Development Locations	Retain Key Employment Areas, for employment uses. Identify additional employment areas to meet the need for appropriate new	3. In established employment areas, coordinated local policies will seek to secure regeneration	The former Novartis site offers an ideal opportunity to develop a European Leading Science Park to capitalise on the existing Health and Life Sciences expertise in the	HDPF – Policy 6 and 7 Page 29

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>business activity.</p> <p>The rural economy is a key aspect to the Districts economy and policy is to maintain and enhance, through sympathetic development, the important contribution it makes.</p>	<p>and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>	<p>area.</p> <p>The site is less than 20 minutes from London Gatwick Airport and with links into London and down to the South Coast, it is a prime location for companies looking for a UK base with excellent international access.</p> <p>The size of growth and its location will be in line with the hierarchy of settlements as set out in HDPF – Policy 3</p> <p>The rural character of the district means that the wider rural economy, smaller villages and towns, agricultural and other land based businesses as well as tourism and leisure developments, will continue to play a key role.</p>	<p>HDPF – Policy 10 Page 41</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>This is reinforced with over half of the UKs SME's being home based and in some rural areas of Horsham these businesses represent the only employment. Maintaining and enhancing this rural economy is therefore key and appropriate enhancing development will be considered positively where proven to be beneficial and enabling e.g. increasing diversification of rural employment space e.g. farm buildings and maximising visit spending through tourism across the district.</p>	
People, Places & Communities				
Population Levels and Change	At the time of the 2011 Census, there were 131,300 people living in Horsham District, in 54,900 households (circa 138,000 in 2016 based on West Sussex Population Estimates), which also suggest that there	No specific LSS target	Horsham's population will continue rise over the next twenty years, leading to an increase in demand for housing.	HDPF - Page 53/54

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>will be circa 144,000 by 2023.</p> <p>Since 2001, there has been a clear reduction in the proportion of 30-40 year olds in the District. In 2001, the 30-34 age group made up approximately 7% of the population, and by 2011 it was 5.1%. The percentage of 35-39 year olds has reduced even more, falling from approximately 8.4% in 2001 to 6.2% in 2011. A similar trend has been experienced in West Sussex and the South East, but to a lesser extent.</p>		<p>Housing demand is directly linked to the number of households. The formation of households is increasing as a result of an ageing population and an increasing number of people choosing to live alone. This means that the number of homes needed to accommodate future households is rising at a faster rate than the increase in population.</p> <p>An ageing population also equates to a larger proportion of the housing stock being occupied by non-working residents. Accordingly, in order to maintain or grow the workforce, more homes are required. The drive for economic growth, without requiring people to commute, requires yet</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			more housing growth.	
Household Growth	<p>At the time of the 2011 Census, there were 54,900 households in Horsham district.</p> <p>Horsham delivered 312 homes per annum over the period 06/07 – 10/11</p>	No specific LSS target	<p>The District's policy is to meet housing need as set out in the SHMA with regards to mix of housing sizes, types and tenures. Doing so will create sustainable and balanced communities and meet the housing needs of an increasing elderly population, some of whom would chose to downsize if suitable opportunities were available. This should be considered by Local communities whilst preparing their Neighbourhood Plans.</p>	<p>HDPF – Policy 15 Page 56</p> <p>SHMA 2012– Page 16</p>
Housing Need (OAN)	<p>16,000 new homes (2011-31) or 800 per annum.</p> <p>800 new homes per annum is the adopted target. The OAN for the District is 650 (Report on the Examination into Horsham District Planning Framework – July 2015).</p>	3. To assist in developing local strategies for housing, GDAs will work together to establish a common understanding of	<p>30% - 45% of new homes on larger sites should be three or more bedroom properties to adequately cater for family housing needs.</p> <p>Increase the mix of housing types</p>	<p>HDPF – Policy 15 Page 56</p> <p>SHMA 2012 Page 75</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>locally generated housing needs so as to provide a sound basis for strategic decisions; and</p> <p>4. GDAs will work together to consider and agree how locally generated housing needs can best be met</p>	<p>and sizes in town centres away from the typical one bedroom properties in favour of a greater supply of 2 and 3-bedroom accommodation.</p>	
Housing Supply/Delivery	See below	<p>2. The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing</p>	See above	HDPF – Policy 15 Page 56

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.</p>		
Locations of Housing	<p>Strategic Sites and Capacity At least 2,5000 at the site North of Horsham (Policies SD2-9)</p> <p>Circa 600 new units on the Land West of Southwater (Policy SD10)</p>	<p>2. The focus for new housing will be the developments already planned at Crawley, Horley and Horsham, in the</p>	<p>Horsham has a distinctive settlement pattern, with Horsham town the main settlement surrounded by a network of smaller towns and villages and the rural countryside. Development is</p>	<p>HDPF – Policy 15 Page 56</p> <p>Settlement Hierarchy – HDPF Policy 3 Page 25</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Circa 150 units at the land South of Billingshurst (Policy SD11)</p> <p>At least 1,500 units Settlement Hierarchy (HDPF Policy 3)</p> <p>Windfall developments of 750 dwellings</p>	<p>existing urban areas and at other accessible locations around the Diamond.</p>	<p>required to ensure settlements grow and thrive but must take place in a manner to retain and enhance the settlement pattern and the rural landscape character of the District.</p> <p>This will be achieved via the designation of built-up area boundaries and the planned expansion of existing settlements through the Local Plan or Neighbourhood Planning. The designation of built-up area boundaries is driven by an assessment of a settlement and how it functions.</p> <p>Factors considered include: access to employment; the presence of services and facilities including schools, shops and health care;</p>	<p>Coast to Capital SEP – Page 14</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>accessibility (including public transport) and community cohesiveness.</p> <p>Development, including infilling, redevelopment and conversion within built-up area boundaries, is accepted in principle, and should focus on brownfield land. Development should be of a scale to ensure the retention of the localities character and role (Settlement Sustainability Review background document).</p> <p>Outside these boundaries is considered the countryside within which development will be more strictly controlled. However, it is recognised that some communities need to expand to grow and develop. Identified local</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>needs, including housing type will be met by allocating sites in the Local Plan or in Neighbourhood Plans.</p> <p>Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy.</p>	
Types of Housing	<p>240 affordable homes per annum of which 70% should be social or affordable rent and the other 30% intermediate/shared ownership</p> <p>Secured on developments of 15 units and above at a 35% contribution.</p> <p>Developments of 5-14 units to provide a 20% contribution or equivalent financial</p>	1. The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the	<p>The high cost of housing in the District means that it first time buyers require c10 times their income to get on the bottom rung of the housing ladder.</p> <p>Affordable housing size mix: 1 bed 20% 2 bed 35% 3 bed 35%</p>	<p>HDPF – Policy 16 Page 58</p> <p>SHMA 2012 Page 72</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	provision. 39 Additional Gypsy/ Traveller pitches to be delivered.	need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.	4+ bed 10%	HDPF – Policy 21 Page 90
Retail and Leisure (Town Centres)	<p>North of Horsham Development</p> <p>Retail food store 6,000m² (max) should be provided as part of the Local Centre in the strategic site and 4 GPs & circa 80sq.m library and two 2-form entry primary schools and secondary provision.</p> <p>The hierarchy for town and village centres is:</p>	1. The GDLA's will promote the individual character of its towns and villages, looking to protect their individual character and retain the diversity of places in	The Horsham District Retail Needs Study was published in 2010, followed by The Future Prosperity of Horsham Town Report 2011 and the Billingshurst Retail Study 2012. The evidence from these studies indicates that, in general, town and village settlements in the District are functioning well	Policy SD3 Page 70 – onwards HDPF – Policy 13

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • <i>Primary centre:</i> Horsham town • <i>Secondary centres:</i> Billingshurst, Henfield, Pulborough, Southwater, Steyning and Storrington. • <i>Tertiary centres</i> and outlying small retail units: Smaller village centres and shops. <p>Out of centre locations Proposals for main town centre uses, including new retail warehouses, superstores, extensions to existing retail units, recreation, leisure and entertainment uses should be located in town centres and at an appropriate scale in village centres in accordance with the Council's Town Centre First strategy.</p> <p>Proposals for main town centre uses</p>	<p>which people can live and work</p>	<p>with the capacity for some additional retail development.</p> <p>Retailing is identified as an important part of the wider economy of the district, in addition to providing a number of key goods and services to residents and other businesses in the District.</p> <p>Council policies seek to improve the vitality and viability of the existing centres in the district to meet their role in meeting needs and acting as the focus for a range of activities. Also recognised that centres created through new development will play an important part within the District in meeting communities' needs.</p>	<p>Page 49</p> <p>HDPF – Policy 43</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>outside the defined town and village centres will be permitted only when a sequential test has been applied.</p> <p>Broadbridge Heath is recognised as the only “out of centre” location for main Town Centre uses in the District and where redevelopment opportunities are to be seized for both enhanced retailing and wider community requirements.</p> <p>Its location close to the West of Horsham development site dictates that it will have an increasing importance in this area and as such it is a strategically significant area of opportunity that can address the previously sporadic and uncoordinated growth.</p> <p>Mixed use redevelopment to include additional retail, leisure, residential, hotel and convenience eating will complement</p>		<p>Leisure</p> <p>Overall, Horsham has a good quality, quantity and accessibility to existing leisure and recreation sites, including three swimming pools, leisure centres, playing fields and parks, allotments and children’s’ play areas.</p> <p>Further, there is a theatre, cinema and a number of museums, libraries, restaurants and pubs across the District.</p> <p>The Sport Open Space and Recreation study 2014 identified some shortages in leisure and recreational provision.</p>	<p>Page 131</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>the provision of the West of Horsham development whilst enhancing Horsham Town Centre rather than impacting on its vitality and viability.</p> <p>Potential expansion of the night time economy.</p>			
Transport and Communications				
Highways Infrastructure	<p>The West Sussex Transport Plan 2011-2026 sets out the strategy for guiding future investment in highways and transport infrastructure across West Sussex. It sets a framework for considering transport infrastructure requirements associated with future development across the county. This policy supports the objectives of the Transport Plan.</p> <p>Highway junction improvements will include:</p>	<p>2. At a strategic level, transport policies will be focused with the aim of securing:</p> <ul style="list-style-type: none"> • investment in sustainable transport to, between and within the two regional hubs; • enhanced rail connectivity and 		<p>HDPF – Policy 40 Page 128</p> <p>SD9 for new development Pages 82/83</p> <p>Coast to Capital SEP Page 136</p> <p>West Sussex Local Transport Plan 2011 -</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • A24/B2237 Robin Hood roundabout: partial signalisation, improvements to the circulating carriageway, pedestrian and cycle crossing facilities. • A24/A264 Great Daux roundabout: full signalisation of all arms, capacity improvements on approaches and circulating carriageway. • Five Oaks Road: improved roundabout junction. • Farthings Hill interchange: part signalisation, pedestrian and cyclist facilities. 	<ul style="list-style-type: none"> reliability to London; • public transport connectivity to Gatwick and the main urban areas; • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 		2026
Sustainable Transport (Rail, Bus)	Encourage more transport choice including community transport where appropriate, a	GDLA's and their partners in the GDI will	<ul style="list-style-type: none"> • A 30-minute bus service will be introduced, with 	SD9 for new development

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>reduction in private car use and greater accessibility to more sustainable modes of transport.</p> <p>Horsham district has a good rail network so the increased use of stations will be encouraged through better pedestrian and cycle links and improved station vehicle and cycle parking.</p>	<p>work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market</p>	<p>associated infrastructure.</p> <ul style="list-style-type: none"> • Sustainable transport measures will include better crossings, a behavioural change programme, improved walking and cycling links. A signalised crossing at Robin Hood roundabout and a new footbridge will help to enhance connectivity between the new developments and the town. This will encourage more trips to be made by walking and cycling to work, school and leisure destinations. 	<p>Pages 82/83</p> <p>Coast to Capital SEP Page 136</p>
Superfast Broadband	<p>Encouraging appropriate workspace and ICT infrastructure, such as high speed broadband, as an integral part of development, including residential</p>	<p>2. Partners in the GDI will continue to work with providers to extend and</p>	<p>There is a need to ensure that communications and technologies in the district (e.g. high speed broadband) are present in order</p>	<p>HDPF - Policy7 Page 33</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>development to support flexible working, home working and businesses with the flexibility to operate anywhere.</p> <p>West Sussex Better Connected project aiming to have 90% of West Sussex given access to superfast broadband by April 2015.</p>	improve superfast broadband	to meet business demands.	
Gatwick Airport	No specific policy identified to date, although it is acknowledged by the Council that a Government decision to develop a second runway at Gatwick or alternative significant development at the airport would have a significant impact on the district and would result in a review of the HDPF.	4. Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the environmental impacts	No specific policy identified.	<p>No specific policy identified to date</p> <p>HDPF Page 15</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>5. GDAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>6. As directed by national policies, land for a possible second runway will continue to be safeguarded until a</p>		

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>full analysis of the issues at both a national and local level has been completed and new government policies are in place.</p>		
Countryside and Landscape				
Green Belt	There is no Green Belt in Horsham District.	<p>1. The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy</p>	<p>Horsham District is characterised by rural countryside interspersed with a network of market towns, villages and small hamlets and there is a need and desire to retain this network of separate identities and avoid development that "joins" settlements. This includes the presence of buildings, signs and other development along roads. At night, various forms of artificial lighting can also</p>	<p>HDPF – Policy 27 Page 33</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>2.Greenfield development and loss of countryside will be kept to a minimum.</p>	<p>lead to a sense of continuous urbanisation.</p> <p>The A264 between north eastern edge of Horsham and Crawley is an example where artificial lighting can result in a sense of continuous urbanisation.</p> <p>Council policy is to resist further urbanisation such that settlements retain their unique identity and the undeveloped nature of the landscape between towns and villages will be retained.</p>	
<p>South Downs National Park (SDNP)</p>	<p>The SDNP elements of the District are planned for separately within the South Downs National Park Local Plan.</p> <p>There is a significant relationship between the Park and a number of towns and villages in Horsham District and there are</p>	<p>Not applicable</p>	<p>No specific comment to date.</p>	<p>HDPF – Policy 30 Page 107</p> <p>South Downs Local Plan Pages 46/7</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>similar and collective challenges which are different from those faced elsewhere in the SDNP.</p> <p>The South Downs Local Plan sets out these challenges and opportunities and includes policies for addressing and seizing them respectively.</p>			
Area of Outstanding Natural Beauty	<p>The natural beauty and public enjoyment of the High Weald AONB and the adjoining South Downs National Park will be conserved and enhanced and opportunities for the understanding and enjoyment of their special qualities will be promoted.</p> <p>Development proposals will be supported in or close to protected landscapes where it can be demonstrated that there will be no adverse impacts to the natural beauty and public enjoyment of these landscapes as</p>	1.The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy	High Weald and South Downs AONBs	HDPF – Policy 30 Page 107

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	well as any relevant cross boundary linkages.			
Green Infrastructure Plans	<p>Vision for the Horsham District Council Green Infrastructure Strategy</p> <p><i>"A network of high quality multifunctional greenspaces and waterways that are protected and managed in partnership, and delivering environmental, social and economic benefits for businesses, communities and the environment of the District."</i></p>	<p>4.The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy.</p> <p>5.Greenfield development and loss of countryside will be kept to a minimum.</p> <p>6.As part of joint working at a district level, the GDAs will</p>	<p>Development to be consistent with Horsham District Landscape Character Assessment 2003, and Landscape Capacity Assessment 2014 and Council's Green Infrastructure Strategy.</p> <p>Neighbourhood Plans and development proposals will also need to demonstrate that proposals contribute to the Green Infrastructure (trees, parks, road verges, allotments, cemeteries, woodlands, rivers and wetlands).</p> <p>The Council's Green Infrastructure Strategy identifies current and potential future provision of Green Infrastructure. This includes the opportunity to enhance</p>	<p>HDPF - Policy 25 Page 100</p> <p>Green Infrastructure Strategy Page 10</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		develop work already done into a green infrastructure plan for the Gatwick Diamond.	<p>existing biodiversity in identified opportunity areas or any subsequent updates.</p> <p>Neighbourhood Plans and development proposals will also be required to demonstrate that existing biodiversity is protected and enhanced, including the hierarchy of designated sites indicated on the proposals maps and where necessary, demonstrate the requirements of the Habitats Regulations have been met.</p>	
Low Carbon Economy				
Low Carbon Energy	<p>All development will be required to contribute to clean, efficient energy in Horsham based on the following hierarchy:</p> <p>1. <i>Lean</i> – use less energy – e.g. through demand reduction</p>	1. GDLAs will develop and maintain strategies for securing more sustainable forms of development and a		<p>HDPF – Policy 36 Page 120/121</p> <p>West Sussex Sustainable Energy Study, 2009</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>2. <i>Clean</i> – supply energy efficiently – e.g. through heat networks</p> <p>3. <i>Green</i> – use renewable energy sources.</p> <p>The Council will permit schemes for renewable energy (e.g. solar) where they do not have a significant adverse effect on landscape and townscape character, biodiversity, heritage or cultural assets or amenity value.</p> <p>Community initiatives which seek to deliver renewable and low carbon energy will be encouraged.</p>	<p>more efficient low carbon economy</p>		<p>HDPF – Policy 30</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Carbon Emissions	CO2 emissions reduction target of 26% by 2020 and 80% by 2050 to meet the commitments set out in the 'Acting Together on Climate Change Strategy, 2009.	2. GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.		HDPF – Policy 35 Page 117
De-centralised Energy Networks	Commercial and residential developments in Heat Priority Areas or the strategic development locations will be expected to connect to district heating networks where they exist using the following hierarchy, or incorporate the necessary infrastructure for connection to future network. Development should demonstrate that the heating and cooling systems have been selected in accordance with the following heating and cooling hierarchy:	2. GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.		HDPF – Policy 36 Page 120/121 West Sussex Sustainable Energy Study, 2009

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<ol style="list-style-type: none"> 1. Connection to existing (C)CHP distribution networks; 2. Site wide renewable (C)CHP; 3. Site wide gas-fired (C)CHP; 4. Site wide renewable community heating /cooling; 5. Site wide gas-fired community heating /cooling; 6. Individual building renewable heating; 7. Individual building heating, with the exception of electric heating. <p>All (C)CHP must be of a scale and operated to maximise the potential for carbon reduction. Where site-wide (C)CHP is proposed, consideration must be given to extending the network to adjacent sites.</p>			

Community Infrastructure Levy

Consultation concluded 16 June 2016.

https://www.horsham.gov.uk/_data/assets/pdf_file/0016/32830/CIL_Draft_Charging_Schedule_2016.pdf

Residential Development (1) CIL charge per sq.m

- District-wide (Zone 1 – See Map 1 on link above): £135
- North of Horsham Strategic Development Area (Zone 2 – See Map 1 on link above): £0

Other Development (Across the Charging Area) CIL charge per m2

- 'Large format' Retail Development including supermarkets (2) and retail warehousing (3) £100
- 'Standard Charge' (applies to all development not separately defined above, including, smaller retail development, offices, warehouses, leisure, education and health facilities) £0

Capital Funding Sought (from 2014 Bidding Document)

A railway station to the north of Horsham, which will serve the northern area of Horsham District.

The entire investment in the strategic development is circa £1bn, most of which will be provided by the private sector.

Road Improvements to A24 (see above).

Costs	Local Growth Fund £4.763 million	Contributions £8.299 million (between 2015 and 2021) £19.286 million prior to 2015.	Total £13.062 million (Part of a £32 million wider package)
Timetable	Business case Autumn 2014	Start of main works 2016-17	Completion 2018-19
Economic benefits	Homes 2,000 new homes	Jobs 1,600 new jobs	Employment floor space

3.3 MID SUSSEX DISTRICT

Spatial Portrait

Mid Sussex is a rural District in the South East of England. It benefits from a high standard of living and a superb and easily accessible natural setting. The most recent Halifax Quality of Life Survey of 2014, (which ranks how good an area is in which to live based on measures such as housing, environment, health and education), places Mid Sussex 17 out of 405 local authority areas in the country. Mid Sussex scored more highly than any other area in Sussex. It is also one of the least deprived areas in the country according to the Index of Multiple Deprivation (ranked 315 out of 326 in 2010); crime levels are low; health levels are generally good; and there is a strong sense of community.

The District has three towns - Burgess Hill, East Grinstead and Haywards Heath - and a good mix of large and smaller villages/hamlets. According to the 2011 Census, the District is home to 139,860 residents – 62% of these live in the three towns, with the remaining 38% living in the villages. The District has a higher than average number of retired residents (aged over 65) – 18.1% compared to 17.1% for the South East, and 16.4% nationally.

Nearly 50% of the District is within the High Weald Area of Outstanding Natural Beauty, and over 10% is within the South Downs National Park. Mid Sussex is the tenth most wooded District in the South East and two-thirds of this woodland is classified as 'ancient'. It also has many sites valued for their biodiversity including Sites of Special Scientific Interest, Sites of Nature Conservation Importance, Local Nature Reserves and Biodiversity Opportunity Areas. The Ashdown Forest is within the neighbouring Wealden District Council area but, as a European designated Special Protection Area and Special Area of Conservation, its proximity to Mid Sussex means that a Habitats Regulations Assessment of the District Plan is required.

The number of people economically active (i.e. people who are available to work) is over 75,000, which accounts for over 50% of the population of the District and remains at a higher percentage than the national figure. There are around 73,000 people in the District in employment. Over 13% of these work

from home and 17% are self-employed. Around 44% of workers (31,745 as at 2011) commute out of the District and over 20,000 people living outside the district commute in to Mid Sussex to work. Mid Sussex District has a very low level of unemployment and this remains the lowest in the County. It has a relatively skilled and educated workforce and has access to higher educational establishments within the District (Central Sussex College) and two universities in Brighton (University of Brighton and University of Sussex)

In 2010, Mid Sussex was identified by Experian as the most economically resilient local authority area in the region. It is the location for a number of innovative and nationally known businesses with a third of businesses in the professional, scientific and technical, and information and communication sectors. The Mid Sussex area has approximately 7,100 businesses. Over 85% of these employ fewer than 10 people with the majority employing fewer than four employees. Over 2,600 of these businesses have been operating for over 10 years; however, there is also a large number (nearly 1,000), which have only been running for two years or less.

Mid Sussex is close to Crawley and London Gatwick Airport and within commuting distance of London and Brighton and the south coast. It is a member of the 'Coast to Capital' Local Enterprise Partnership. The District is well connected with good links by road and rail to London, Brighton and Gatwick and is within easy travelling distance of the Channel Tunnel, Southampton and Dover.

Key challenges

- Maintaining economic resilience
- High level of in and out commuting, it is important that appropriate employment opportunities are promoted within the District
- Infrastructure deficits in sewerage and water supply, and open space and sports/play provision, and there are public concerns that further development will exacerbate these problems;
- Transport infrastructure is under strain with high levels of car ownership and car usage combining with narrow, winding rural roads and congested towns and major junctions

- Regeneration and renewal of the three town centres is required
- House prices in Mid Sussex are high relative to average incomes, and this causes affordability issues, particularly for young people;
- 18.1% of the Mid Sussex population are aged 65 and over, this is projected to increase to 21.2% by 2021.

Vision and Objectives

"A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well-being of our District and the quality of life for all, now and in the future."

The vision is underpinned by four priority themes that promote the development of sustainable communities:

- Protecting and enhancing the environment;
- Promoting economic vitality;
- Ensuring cohesive and safe communities; and,
- Supporting healthy lifestyles.

The largest development across the plan period is for the Strategic allocation to the north and northwest of Burgess Hill for:

- Approximately 3,500 additional homes and new neighbourhood centres areas, including retail, education, health, employment, leisure, recreation and community uses sufficient to meet the day to day needs of the whole of the development and located as far as possible so at least one new neighbourhood centre is within 10 minutes' walk of all new homes;
- 30 hectares of land for use as a high quality business park south of the A2300 and served by public transport;
- Two new primary schools (including co-location of nursery provision and community use facilities as appropriate) and a new secondary school

campus, in each case in locations well connected with residential development and neighbourhood centres;

- A Centre for Community Sport in the vicinity of the Triangle Leisure Centre and St Paul's Catholic College;
- Pitches for Gypsies and Travellers to contribute towards the additional need within the District for pitches unless alternative requirements are confirmed within any Traveller Sites Allocations Development Plan Document or such other evidence base as is available at the time the Allocation-wide Spatial Masterplan is approved (as appropriate); and
- A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive.

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Economic and Employment				
Scale of Employment Growth	<p>The total number of additional jobs required within the District over the plan period is estimated to be an average of 370 jobs per year.</p> <p>Over the Plan period there is no district-wide capacity for new retail floorspace until after 2031.</p> <p>For comparison goods, a need for new retail floorspace of 13,689 sq.m net by 2031. This capacity</p>	<p>GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual</p>		<p>Development Plan – Schedule of Amendments – Nov 15 Chapter 4</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>is distributed between Haywards Heath (3,675 sq.m), Burgess Hill (396 sq.m) and East Grinstead (4,254 sq.m). There is more limited capacity forecast for Hassocks, Hurstpierpoint and the District's other main village centres (525 sq.m).</p> <p>The Burgess Hill Employment Sites Study (2015) assessed the deliverability of the business park at Burgess Hill and considered employment land needs over the plan period. The baseline assessment suggests an employment land demand figure of approximately 24 hectares between 2014 and 2031.</p> <p>Policy DP9 of the District Plan proposes the allocation of 30 hectares of new employment land to the south of the A2300 between Burgess Hill and Cuckfield Road.</p> <p>The Coast to Capital Strategic Economic Plan (2014) supports the business park proposal and proposals by the University of Brighton for a high quality Science and Technology Park, creating 100,000 sq.m of employment floorspace and 2,500 new jobs</p>	<p>local economies.</p>		

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	(around 50% of which would be for new graduates.) Policy DP2 of this District Plan identifies this site as a 'broad location' allocation.			
Knowledge-based Growth	The Coast to Capital Strategic Economic Plan (2014) supports the business park proposal and proposals by the University of Brighton for a high quality Science and Technology Park, creating 100,000 sq.m of employment floorspace and 2,500 new jobs (around 50% of which would be for new graduates.	In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.		Development Plan – Schedule of Amendments – Nov 15 Chapter 4
Other Employment	Over the Plan period until 2031, there is no district-wide capacity for new retail floorspace until after 2031. For comparison goods, a need for new retail floorspace of 13,689 sq.m net by 2031. This capacity is distributed between Haywards Heath (3,675 sq.m), Burgess Hill (396 sq.m) and East Grinstead (4,254	Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which		Development Plan – Schedule of Amendments – Nov 15 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	sq.m). There is more limited capacity forecast for Hassocks, Hurstpierpoint and the district's other main village centres (525m2).	exists.		
Skills Attainment	<p>Linked up with series of organisations.</p> <p>Expertise and training for businesses:</p> <p><u>University of Brighton (External link)</u> www.brighton.ac.uk/business - Support for business growth, training and professional development.</p> <p>The University of Brighton offers highly flexible, employer focused higher-level training and staff development to suit particular workforce's needs.</p> <p>Courses, apprenticeships and workforce training: <u>Central Sussex College / Chichester College / Northbrook College / Tourism South East</u></p>	<p>Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond</p> <p>GDI will retain and promote its long term aim to secure a university centre</p>		<p>Training and Skills see– www.midsussex.gov.uk/business/business-support-and-advice/training-and-skills</p>
Primary Locations	30ha business park at Burgess Hill to the south of A2300, east of the Cuckfield Road.	Other development reflecting local needs and opportunities will		Development Plan – Schedule of Amendments – Nov 15 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Proposals for a high quality Science and Technology Park to the west of Burgess Hill, creating 100,000 sq.m of specialist employment floorspace and 2,500 new jobs.	be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.		
Business Development Locations	<p>30ha business park at Burgess Hill to the south of A2300, east of the Cuckfield Road</p> <p>Proposals by the University of Brighton for a high quality Science and Technology Park to the west of Burgess Hill, creating 100,000 sq.m of specialist employment floorspace and 2,500 new jobs.</p>	<p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists</p> <p>In established employment areas, coordinated local policies will seek to secure regeneration and improvement to</p>		Development Plan – Schedule of Amendments – Nov 15 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		provide an identity and environment in which a wider range of knowledge based industries can prosper.		
People, Places & Communities				
Population Levels and Change	Current population of the District is 144,377 (2014) The Mid-Sussex HEDNA showed that the key component of yearly population change in Mid Sussex is migration, as birth and death rates are fairly stable.	No specific LSS target		Mid Sussex HEDNA Feb 2015 (updated Nov 2015 and Aug 2016)
Household Growth	DCLG household projections suggest household growth at an average of 714 new households each year over the plan period 2014-2031. 1% of this figure (or 6 dwellings per annum) relates to the South Downs National Park which is outside the Plan area These have been adjusted for market signals / market indicators. This produces an OAN figure for Mid Sussex of 754 dwellings per year.	No specific LSS target		Development Plan – Schedule of Further Modifications – Aug 2016.

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Coast to Capital Local Enterprise Partnership has identified Burgess Hill as a spatial priority in its Strategic Economic Plan (SEP) (2014).</p> <p>The spatial priorities in the SEP are defined as <i>"locations with the most current growth or where there are opportunities to create the most capacity for future growth"</i>. Coast to Capital has committed to making significant investment in the Burgess Hill area between 2015/16 and 2020/21 to deliver new jobs, homes and employment space.</p>			
Housing Need (OAN)	<p>The Affordable Housing Needs Assessment Update Report (2014) concludes that there is an estimated level of need evident in each local authority area in the Northern West Sussex Housing Market Area as each authority has an affordable housing need that is greater than the supply of such housing on an annual basis. Despite successes in reducing waiting lists by supplying more new affordable homes in recent years, for Mid Sussex this need ranges from 191 to 294 homes per year (low and high estimate scenarios).</p>	<p>To assist in developing local strategies for housing, GDAs will work together to establish a common understanding of locally generated housing needs so as to provide a sound basis for strategic</p>		<p>Development Plan – Schedule of Amendments – Nov 15 Chapter 4</p> <p>Mid Sussex HEDNA (August 2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>The Community Infrastructure Levy and District Plan Viability Study (2016) provides evidence that the affordable housing policy proposed by the District Plan is viable and will support the affordable housing thresholds set out in National Planning Practice Guidance.</p>	<p>decisions; and.</p> <p>GDLAs will work together to consider and agree how locally generated housing needs can best be met</p>		
Housing Supply/Delivery	<p>There is an overall palette of sites that could deliver approximately 12,600 homes within Mid Sussex Amendments to these figures for various reasons result in a figure that could be delivered sustainably in Mid Sussex of 800 homes per annum (or 13,600 for the period 2014-2031).</p> <p>Mid Sussex is able to contribute 46 dwellings per year towards meeting neighbouring authorities' housing needs.</p> <p>As at 1st April 2016, there were approximately 5,290 new homes already 'committed' on sites with</p>	<p>The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing</p>		<p>Development Plan – Schedule of Amendments – Nov 15 3.16 / Chapter 4</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>planning permission, or are allocated in the Mid Sussex Local Plan or made Neighbourhood Plans.</p> <p>The start date of the Plan in terms of housing delivery is 1st April 2014. 1,4980 new homes were built between 1st April 2014 and 31st March 2016.</p> <p>These count towards meeting the overall target. As at April 2016, there were 5,290 commitments within the planning process. This leaves a remaining target of 6,812 to be identified. 3,500 new homes will be delivered as part of the strategic development to the north and north-west of Burgess Hill. A further site for 600 homes at Pease Pottage is also allocated for strategic development.</p> <p>A Windfall Study has been prepared to provide the evidence for such an allowance based on past delivery. This demonstrates that 45 units per year could be delivered on small windfall sites from year 6 of the Plan period onwards, providing a further 450 units.</p>	<p>market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.</p>		

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Taking into account the sources of supply that are set out above, there is a residual amount of 2,262 dwellings.</p>			
Locations of Housing	<p>The approach of the District Plan is to focus the majority of housing and employment development at Burgess Hill as strategic allocations to the north and north west of the town (3,500 dwellings, and to the east of Burgess Hill (now with planning permission for 480 homes).</p> <p>A smaller strategic development is proposed east of Pease Pottage for 600 dwellings, a primary school and a hospice.</p> <p>The remaining new homes are proposed to be delivered through the neighbourhood planning process; and a Site Allocations document for the District. There will be no requirement for the current generation of neighbourhood plans to review their plans and increase their housing numbers unless they wish to do so.</p>	<p>The focus for new housing will be the development already planned at Crawley, Horley and Horsham, in the existing urban areas and at other accessible locations around the Diamond.</p>		<p>Development Plan – Schedule of Amendments – Nov 15 3.36</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Types of Housing	<p>To support sustainable communities, housing development will:</p> <ul style="list-style-type: none"> • provide a mix of dwelling types and sizes from new development (including affordable housing) that reflects current and future local housing needs; • meet the current and future needs of different groups in the community including older people, vulnerable groups and those wishing to build their own homes. This could include the provision of bungalows and other forms of suitable accommodation, and the provision of services self-build plots; and • on strategic sites, provide permanent pitches for Gypsies and Travellers and Travelling Showpeople, as evidenced by the Mid Sussex District Gypsy and Traveller and Travelling Showpeople Accommodation Assessment or such other evidence as is available at the 	<p>The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce</p>		<p>Development Plan – Schedule of Further Modifications – Aug 2016.</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>time; or the provision of an equivalent financial contribution towards off-site provision (or part thereof if some on-site provision is made) if it can be demonstrated that a suitable, available and achievable site (or sites) can be provided and made operational within an appropriate timescale, commensurable with the overall scale of residential development proposed by the strategic development; and serviced plots for self-build homes where a need for such accommodation is identified.</p> <p>If a shortfall is identified in the supply of specialist accommodation and care homes falling within Use Class C2 to meet demand in the District, the Council will consider allocating sites for such use through a Site Allocations Document, produced by the District Council.</p> <p>Residential development must provide for net residential densities of at least:</p>			

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • 50 dwellings per hectare within the built-up area boundaries of Burgess Hill, East Grinstead and Haywards Heath; • 40 dwellings per hectare on large sites with in excess of 5 hectares of developable land, including the strategic allocations in the District Plan; and • 30 dwellings per hectare in all other locations. <p>For affordable housing, alongside any requisite need for Starter Homes, a mix of tenures will be required (normally approximately 75% social or affordable rented homes, with the remaining 25% for intermediate homes, unless the best available evidence supports a different mix).</p>			
Retail and Leisure (Town Centres)	See above	The GDLA's will promote the individual character of its towns and villages,		Development Plan – Schedule of Amendments – November 2015 Paragraph 3.36

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		looking to protect their individual character and retain the diversity of places in which people can live and work		
Transport and Communications				
Highways Infrastructure	<p>A new Northern Link Road connecting through the Strategic Allocation Area from the A2300 to the A273 Isaacs Lane. New junctions will be provided on the A2300, B2036 Cuckfield Road and A273 Isaacs Lane. A road link across the river corridor will be required to facilitate a public transport route to Maple Drive.</p> <p>Provide a suitable access to the Pease Pottage Strategic Allocation site and appropriate mitigation to support the development with regards to the local and Strategic Road Networks, including junction 11 of the M23 motorway;</p> <p>The West Sussex Transport Plan 2011-2026 sets out</p>	<p>At a strategic level, transport policies will be focused with the aim of securing:</p> <ul style="list-style-type: none"> • investment in sustainable transport to, between and within the two regional hubs; • enhanced rail connectivity and reliability to London; • public transport connectivity to 		<p>Development Plan – Schedule of Amendments – November 2015</p> <p>Paragraph 3.36</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>the strategy for guiding future investment in highways and transport infrastructure across West Sussex. It sets a framework for considering transport infrastructure requirements associated with future development across the county. This policy supports the objectives of the Transport Plan.</p>	<p>Gatwick and the main urban areas;</p> <ul style="list-style-type: none"> • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 		
Sustainable Transport (Rail, Bus)	<p>The West Sussex Transport Plan 2011-2026 sets out the strategy for guiding future investment in highways and transport infrastructure across West Sussex. It sets a framework for considering transport infrastructure requirements associated with future development across the county. This policy supports the objectives of the Transport Plan.</p> <p>Measures to mitigate impacts upon the local and</p>	<p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the</p>		<p>West Sussex Local Transport Plan 2011 – 2026</p> <p>Development Plan – Schedule of Amendments – November 2015 Paragraph 3.36</p> <p>Evidence Base: Coast to Capital Strategic Economic Plan</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Strategic Road Network in Burgess Hill and the surrounding area. This will include:</p> <ul style="list-style-type: none"> (i) the new Northern Link Road through the Strategic Allocation Area helping alleviate additional traffic to the town and offering an alternative route around Burgess Hill; the road will be designed as a central boulevard offering a highly attractive and functional route through the Strategic Allocation Area; (ii) improved links across the A2300 and A273 Sussex Way/Jane Murray Way to improve integration with the remainder of Burgess Hill; (iii) improved east-west connections across the strategic site; (iv) provision of new bus routes or diversion of existing routes to connect with key hubs including railway and bus stations and Burgess Hill and Haywards Heath town centres; 	<p>needs of business users as well as those of the wider tourist market.</p>		<p>Greater Brighton City Deal</p> <p>Gatwick Diamond Strategy</p> <p>Mid Sussex Economic Development Strategy, A Strategy for the West Sussex Landscape.</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>(v) a legible and permeable network and hierarchy of safe streets and public rights of way including pedestrian and cycleways and appropriate high quality street furniture;</p> <p>(vi) streets and spaces that are attractive and pedestrian friendly; and</p> <p>(vii) appropriate off-street car parking and secure cycle parking in accordance with relevant standards.</p>			
Superfast Broadband	<p>Draft Plan Policy DP21 deals with communication infrastructure including broad band provision. It supports the incorporation of digital infrastructure, including fibre to premises, in major new housing, employment and retail development.</p> <p>The expansion of the electronic communication network to the towns and rural areas of the District will be supported where existing infrastructure is demonstrated to be insufficient.</p> <p>West Sussex Better Connected project aiming to have</p>	Partners in the GDI will continue to work with providers to extend and improve superfast broadband		<p>Development Plan – Schedule of Amendments – November 2015</p> <p>Paragraph 3.36 and Chapter 4</p> <p>West Sussex Better Connected</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	90% of West Sussex given access to superfast broadband by April 2015.			
Gatwick Airport	<p>The Airport has ambitious plans for growth and development, utilising the existing runway and terminals, to support up to 45 million passengers by 2021.</p> <p>The Airport's proposals for an additional parallel runway were not supported by the Airports Commission and the Government's preferred solution to meeting runway capacity in the South East is stated to be expansion of Heathrow Airport.</p>	<p>Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the environmental impacts.</p> <p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the</p>		Development Plan – Schedule of Amendments – November 15 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>Airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>As directed by national policies, land for a possible second runway will continue to be safeguarded until a full analysis of the issues at both a national and local level has been completed and new government policies are in place.</p>		
Countryside and Landscape				

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Green Belt	<p>Development will be permitted in the countryside, defined as the area outside of built-up area boundaries on the policies Map, provided it maintains or where possible enhances the quality of the rural and landscape character of the District, and:</p> <ul style="list-style-type: none"> • it is necessary for the purposes of agriculture; or • it is supported by a specific policy reference either elsewhere in the Plan, a Development Plan Document or relevant Neighbourhood Plan. <p>Provided that they would not be in conflict with Policy DP10 Protection and Enhancement of the Countryside, new homes in the countryside will be permitted where special justification exists:</p> <ul style="list-style-type: none"> • Where accommodation is essential to enable agricultural, forestry and certain other full time rural workers to live at, or in the immediate vicinity of, their place of work; or 	<p>The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy.</p> <p>Greenfield development and loss of countryside will be kept to a minimum.</p>		Development Plan – Schedule of Amendments – November 2015 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<ul style="list-style-type: none"> In the case of new isolated homes in the countryside, where the design of the dwelling is of exceptional quality and it enhances its immediate setting and is sensitive to the character of the area; or Affordable housing in accordance with Policy DP30 Rural Exception Sites'. 			
South Downs National Park	<p>Development within land that contributes to the setting of the South Downs National Park will only be permitted where it does not detract from, or cause detriment to, the visual and special qualities (including dark night skies), tranquillity and essential characteristics of the National Park, and in particular should not adversely affect transitional open green spaces between the site and the boundary of the South Downs National Park, and the views, outlook and aspect, into and out of the National Park by virtue of its location, scale, form or design.</p> <p>Assessment of such development proposals will also have regard to the South Downs Partnership</p>	Not applicable		Development Plan – Schedule of Amendments – November 2015 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Management Plan and emerging National Park Local Plan* and other adopted planning documents and strategies.</p> <p>* The South Downs National Park Authority Local Plan is due to be adopted in 2017.</p>			
Area of Outstanding Natural Beauty	<p>Around half of the District lies within the High Weald Area of Outstanding Natural Beauty (AONB).</p> <p>Designation of the High Weald AONB was confirmed in 1983. Designation as an AONB gives formal recognition to the national importance of the landscape character of these areas. The primary purpose of designation is to conserve and enhance natural beauty.</p>	The GDLAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy		Nature Conversation – AONB – Adopted Local Plan
Green Infrastructure Plans	Development will be permitted where any necessary social, physical and green infrastructure needed to support the proposed development and contribute to sustainable communities exists, or can be provided in a timely manner, including developer funded	As part of joint working at a district level, the GDLAs will develop work already done into a green		Development Plan – Schedule of Amendments – November 2015 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	contributions.	infrastructure plan for the Gatwick Diamond.		
Low Carbon Economy				
Low Carbon Energy	<p>The District Council, with four other West Sussex authorities, commissioned the 'West Sussex Sustainable Energy Study' to inform policies on carbon emission standards for new development.</p> <p>The Mid Sussex Sustainable Energy Study (2014) updated this earlier work and assessed the local potential for renewable and low carbon energy development. However, since the 2014 Study was published, the Government's position on sustainable development has changed.</p> <p>In July 2015, HM Treasury and the Department for Business, Innovation and Skills published 'Fixing the Foundations: Creating a more prosperous nation'. This states, "<i>The Government does not intend to proceed with the zero carbon Allowable Solutions</i></p>	GDLAs will develop and maintain strategies for securing more sustainable forms of development and a more efficient low carbon economy		Development Plan – Schedule of Amendments – November 2015 Chapter 4

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p><i>carbon offsetting scheme, or the proposed 2016 increase in on-site energy efficiency standards, but will keep energy efficiency standards under review, recognising that existing measures to increase energy efficiency of new buildings should be allowed time to become established."</i></p> <p>The policy reflects the current Government position on sustainable development.</p>			
Carbon Emissions	<p>Given the limited potential for larger commercial scale renewable energy projects within the District, focus on community-led renewable/low carbon led schemes at a smaller scale, for example a community owned wind turbine(s), solar farm or biomass scheme. These types of project are encouraged in national planning policy and could be delivered as part of neighbourhood plans or other local initiatives to help support energy security, respond to fuel poverty and reduce carbon emissions. Similar schemes in the UK typically involve the local community having shared investment in project, which could offset their energy bills or provide a longer term financial return on their</p>	<p>GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.</p>		<p>Mid Sussex District Council Sustainable Energy Study AMEC Environment & Infrastructure UK Limited October 2014</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	investment. It is likely that the majority of units constructed over the lifetime of the plan will need to meet zero carbon home standards once introduced in 2016			
De-centralised Energy Networks	All development proposals must seek to improve the sustainability of development and should where appropriate and feasible according to the type and size of development and location, incorporate energy efficiently through communal heating networks (supplied by biomass boilers, biomass/gas CHP or heat pumps); and use renewable sources of energy.	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.		Policy DP39 of the Draft District Plan Development Plan – Schedule of Amendments – November 2015

Community Infrastructure Levy

Once a Charging Schedule has been adopted, Community Infrastructure Levy will be the main mechanism for collecting funds for general infrastructure improvements. However, where appropriate, this will be supplemented by negotiated agreements to make a development acceptable in planning terms. The Community Infrastructure Levy Charging Schedule sets how development proposals will be required to fund infrastructure necessary to support the development. The Levy will normally be spent on infrastructure needs in the locality of the scheme that generated it.

Proposals by service providers for the delivery of utility infrastructure required to meet the needs generated by new development in the District and by existing communities will be encouraged and permitted, subject to accordance with other policies within the Plan.

A Draft Regulation 123 List has been published to sit alongside the Preliminary Draft Charging Schedule, for the purpose of public consultation. Public consultation on the Preliminary Draft Charging Schedule was held for six weeks August-September 2015

Preliminary Draft Charging Schedule (2015): charges (£/sq.m):

- Residential – Urban Zone - Houses - £150
- Residential – Districtwide – Apartments - £80
- Residential – Rural Zone – Houses - £235
- Residential – Strategic Site, north and north-west of Burgess Hill - £235
- Retail – A1 – A5 - £100
- Standard Charge (applies to all development not separately defined) - £0

Capital Funding Commitments

Review of the Capital Strategy shows the following capital commitments.

The most significant project for the Council and the Planning Service in 2016/17 and in future years is the Burgess Hill Growth Area, and in particular the planning applications for the Northern Arc, incorporating at least 3,500 new homes, a new business park and a centre for community sport. A new northern

link road is proposed between the A2300 and the A273 Isaacs lane and public transport improvements are proposed including a bus link through the development to Maple Drive. This development will require extensive working with stakeholders and Government departments to ensure that the form of development and the accompanying infrastructure will meet local needs and be delivered in a timely fashion. Within the capital strategy a total funding requirement of £30.4m is identified with a contribution of £16.4m identified from Mid Sussex.

3.4 MOLE VALLEY DISTRICT

Spatial Portrait

Mole Valley District lies at the heart of Surrey, with the majority of population located in the main built-up areas which comprise 7% of the District's area. The main towns of Dorking and Leatherhead, are complemented by the residential areas of Ashted, Bookham and Fetcham although the district is predominantly countryside. Three main roads run through Mole Valley; the M25, with a junction at Leatherhead; the A24 London to Worthing road running north to south; and the A25 running east to west. Two main railway lines occupy the A24 and A25 corridors. Gatwick Airport abuts the district to the south eastern boundary.

The Vision for Mole Valley as articulated in the Core Strategy 2009 is to make provision for its share of the Region's growth of homes and jobs and provide for the needs of its communities but in a way that is sustainable, minimises significant harmful change to its distinctive character, environment and feel, and mitigates its impact on the causes of climate change. The District's natural, built and historic environment will be safeguarded and enhanced and communities will have safe, convenient and sustainable access to the services and facilities they require.

To deliver the vision in the District, the following goals are identified:

- To ensure provision of sufficient land to meet the District's housing requirements and provide a range of housing to address needs and means.
- To ensure the District's town, district, local district and village centres are successful viable places for people to live, shop and spend their leisure time.
- To maintain a successful, sustainable and diverse local economy.
- To safeguard and enhance the highly attractive and diverse natural, built and historic environment of the District.

- To safeguard and ensure provision of sufficient land and facilities for open space, sport and recreation facilities to meet current and future requirements.
- To ensure the efficient use of existing infrastructure, reducing demands on infrastructure by promoting behavioural change and ensuring the delivery of existing deficiencies in provision.
- To manage down traffic growth and encourage more sustainable transport choices by improving travel options and accessibility.
- To use natural resources wisely, reduce emissions that contribute to climate change and minimise the risk to methods and materials.

The LPA has decided to review its Local Plan, in accordance with a local development scheme adopted March 2016, and the vision and goals will be reviewed as part of that process.

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
Economic and Employment				
Economic Vision	<p>The vision seeks to maintain a successful, sustainable and diverse local economy, based on a framework for the continued prosperity and the evolution of the District's economy.</p> <p>It seeks to ensure there are sufficient opportunities to provide jobs for the sustainable</p>	<p>GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy</p>	<p>Core Strategy Policy CS12 seeks to deliver and support the sustainable growth of the District's economy through the provision of a flexible supply of</p>	<p>Adopted Core Strategy (2009) Page 20</p> <p>Corporate Strategy 2015-19 (2015)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>growth of the District's economy through the retention and intensification of accessible and well located employment land, and to balance the pressure to redevelop employment land for housing with the need to ensure sustainable economic growth and the provision of sufficient land for business needs. It also seeks to maintain diverse economic activity in all areas of the District, including rural communities.</p> <p>The Council's Corporate Strategy: 2015-19 prioritises the need for prosperity, through a vibrant local economy with thriving towns and villages. It seeks to deliver this through:</p> <ul style="list-style-type: none"> • transformation of Leatherhead town centre • work with rural communities and businesses to help them thrive • promote the culture and economy of Dorking 	<p>and the character and structure of individual local economies.</p>	<p>land to meet the varying needs of the economic sectors.</p> <p>The Council's Corporate Strategy 2015-19 identifies priorities that recognise the character of the District.</p>	<p>Core Strategy Policy CS12 (Sustainable Economic Development)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<ul style="list-style-type: none"> promote business opportunities across the District 			
Scale of Employment Growth	<p>The South East Plan did not set jobs targets for the local planning authorities or requirements to allocate land or floorspace for employment needs.</p> <p>The Employment Land Review (2008) indicates that at March 2008 there was sufficient Class B1-B8 employment floorspace (in planning permissions and vacant premises) to meet demand led employment growth forecasts to 2026.</p> <p>This position is confirmed in the 2013 Employment Land Review which tested three methods that provide a range of future number of jobs and floorspace required to accommodate those jobs.</p>	GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.	<p>No hard target set out in the Core Strategy.</p> <p>Core Strategy Policy CS12 seeks to deliver and support sustainable growth that meet the varying needs of the economic sectors.</p>	<p>Adopted Core Strategy (2009) Page 56</p> <p>Employment Land Review (2008)</p> <p>Employment Land Review (2013)</p> <p>Core Strategy Policy CS12 (Sustainable Economic Development)</p>
Knowledge-based Growth	A significant number of knowledge based jobs are in the Leatherhead area. The KPMG Tech	In established employment areas,	Core Strategy Policy CS12(7) states that the	Adopted Core Strategy (2009)

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>Monitor 2013 (using 2011 data) indicated Mole Valley as the 5th highest local authority area with regard to the concentration of technology employment.</p> <p>The Core Strategy seeks support development of the District's strengths as a knowledge based local economy and to encourage the establishment of new companies especially those at the leading edge of new sectoral employment opportunities. to attract to high quality knowledge based industries to the District.</p> <p>The delivery of this aim is reflected in Policy CS12(7) which states 'Supporting development of the District's strengths as a knowledge based local economy and encouraging the establishment of new companies especially those at the leading edge of new sectoral employment opportunities such as sustainable development'.</p> <p>The policy also specifically recognises that</p>	<p>coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>	<p>District's strengths as a knowledge based local economy will be supported. This includes support for Leatherhead as a location for such companies.</p> <p>Mole Valley Authority Monitoring Report (2015) assessment of take up of commercial premises by knowledge based firms indicated there have been significantly fewer movements of knowledge based firms than previous years</p>	<p>Page 54</p> <p>Core Strategy Policy CS12 (Sustainable Economic Development)</p> <p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Page 35</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>knowledge based industries are present in the Leatherhead area (at Policy CS12(2)), and seeks to maintain and enhance this role as a desirable location for knowledge based companies.</p> <p>The need to support business infrastructure (that supports such knowledge based industries) is reflected in Policy CS12(8) which encourages the provision of accommodation for business visitors to the District.</p>			
Other Employment	<p>The service sector dominates employment in the district. In 2006, it accounted for 87% of jobs (83% nationally). The Employment Land Review 2013 (ELR) indicated that 42% employee jobs are in business services compared with 27% nationally. The proportion of economically active residents who are self-employed is significantly higher than the national average. Of the estimated 5,000 firms in the District only 15% are in the manufacturing and construction industries.</p>	<p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.</p>	<p>No hard target set out in the LSS.</p> <p>Core Strategy Policy CS12 recognises the need to provide for the varying needs of economic sectors in the district. The policy specifically supports missed use</p>	<p>Adopted Core Strategy (2009) Page 7 and 54</p> <p>Core Strategy Policy CS12 (Sustainable Economic Development)</p> <p>Mole Valley Authority Monitoring Report</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The Core Strategy recognises that agriculture remains an important element of the rural economy, alongside service and manufacturing, minerals and waste in the countryside. Tourism is also significant in the District. It supports a sustainable and diverse rural economy, and encourages, where appropriate, mixed use development.</p> <p>The sustainable growth of the District economy will be supported through the provision of a flexible supply of land to meet the varying needs of the economic sectors. The promotion of jobs in the town centres of Leatherhead and Dorking is supported through Policy CS6 and 7.</p>		development, the service sector in Dorking, the rural economy and tourism.	1 April 2014 - 31 March 2015 (2015) Page 32
Skills Attainment	Residents in the District are well qualified. GCSE examination pass rates are higher than the national average. A significantly higher proportion of the working age population are qualified to degree standard than the national average	Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond	Core Strategy Policy CS12(6) seeks to work with partners and supporting initiatives and development which assists in improving the skills base of local	Adopted Core Strategy (2009) Page 54 Core Strategy Policy CS12 (Sustainable Economic

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The proportion of residents in managerial and professional occupations is 38% (national average is 27%). However, local disparities between the skills levels of residents and the employment needs of many of the employers, especially in the Leatherhead area.</p> <p>The Employment Land Review (2013) indicates 53% of jobs in the District are managerial and professional (41% nationally). The ONS annual population survey (Jan -Dec 2014) indicates this has increased to 58% compared with 44% nationally.</p> <p>Core Strategy Policy CS12 seeks to improve skills in locations where there is a mismatch between skills to jobs.</p>	<p>GDI will retain and promote its long term aim to secure a university centre</p>	<p>residents especially in those localities where there is a significant disparity in the skills of residents and the types of local job opportunities available.</p> <p>Mole Valley Authority Monitoring Report (2015) identifies that residents in the district are more highly qualified than the national average: 5+ GCSE (A-C) -69% (56% national) % working population with degree equivalent: 47% (36% national)</p>	<p>Development)</p> <p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Page 37-38, Table 4.24</p>
Primary Locations	<p>Leatherhead is the main employment centre in the district. The main commercial employment</p>	<p>Other development reflecting local needs</p>	<p>Core Strategy Policy CS12 seeks to</p>	<p>Adopted Core Strategy (2009)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>areas are the town centre itself and the business parks and industrial estates located predominantly on the north and west side of the town.</p> <p>The main allocated sites include:</p> <ul style="list-style-type: none"> • Brook Way / Regent Park Area, Kingston Road • Barnett Wood Lane Industrial Area • Mole Business Park, Station Road • Leatherhead Industrial Estate, Station Road • Leatherhead Research Area, off Cleeve Road and Springfield Drive • Leatherhead Research Area, Randalls Way • Logica (now Wates Building), Station Approach • Plough Industrial Estate, Kingston Road • Ryebrook, Bay Tree Avenue, Kingston 	<p>and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.</p>	<p>safeguard and recycle accessible and well located industrial and commercial sites. Policy CS1 directs new development to the main built up areas of the district.</p>	<p>Page 55</p> <p>Dorking Industrial and Commercial Land Review (2011)</p> <p>Employment Land Review (2013)</p> <p>Core Strategy Policy CS1 (A Spatial Strategy)</p> <p>Core Strategy Policy CS12 (Sustainable Economic Development)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>Road</p> <ul style="list-style-type: none"> • Kings Court, Kingston Road <p>Dorking is a traditional market town with a strong service sector. There is estimated to be approximately 141,000sqm of office, industrial and storage floorspace in the town.</p> <p>The rural areas are estimated to support 108,000 sq.m of commercial floorspace (22% of the total stock).</p>			
Business Development Locations	<p>The Core Strategy seeks to plan for the requirements of businesses in terms of providing a range, mix and quality of employment land and buildings in suitable locations, principally in Dorking and Leatherhead.</p> <p>Continuing provision is focused on a range of sites/ premises in locations which have regard to labour supply, make efficient use of sites, focus on urban areas and promotes the use of public transport.</p>	<p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists</p> <p>In established</p>	<p>The adopted Core Strategy sets out to safeguard and recycle accessible and well located industrial and commercial sites.</p> <p>A review of Local Plan will be undertaken to consider future land allocations.</p>	<p>Adopted Core Strategy (2009) Page 55</p> <p>Core Strategy Policy CS1 (A Spatial Strategy)</p> <p>Core Strategy Policy CS12 (Sustainable Economic</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The spatial strategy (Core Strategy CS1) seeks to direct development to previously developed land within the main built-up areas.</p> <p>The delivery of a flexible supply of land to meet varying needs of the economic sectors is established by Core Strategy CS12.</p>	<p>employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>		Development)
People, Places & Communities				
Population Levels and Change	<p>Census population of 85,400 (2011 Census).</p> <p>Future projected growth from 86,600 (2014) to 94,400 (2027), an increase of 9% (7,800) using 2012 SNPP.</p> <p>The population age 65 and over is projected to increase from 19,500 (2014) to 25,000 (2027); a 28% increase (5,500) - an ageing population.</p>	No specific LSS target	No comment	<p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Page 20</p>
Household Growth	35,828 households (2011)	No specific LSS target	No comment	Mole Valley Authority

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	11.5% projected growth in households from 37,100 (2015) to 41,400 (2027) (DCLG, 2012).			Monitoring Report 1 April 2014 - 31 March 2015 (2015) Page 21
Housing Need (OAN)	No information in light of adopted Core Strategy requirement based on the South East Plan (now revoked).	To assist in developing local strategies for housing, GDAs will work together to establish a common understanding of locally generated housing needs so as to provide a sound basis for strategic decisions; and. GDAs will work together to consider and agree how locally generated housing needs can best be met	Work on the Housing and Traveller Sites Plan is not proceeding and a new Local Plan based on objectively assessed housing needs will be prepared.	Adopted Core Strategy (2009) Table 1
Housing Supply/Delivery	The Core Strategy outlines a requirement for at	The mix of housing	The Council's Annual	Adopted Core

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>least 3,760 dwellings to be provided over the period 2006 -2026 (to meet the requirements of the South East Plan). This equates to an average of 188 dpa.</p> <p>Since the Core Strategy dwelling requirement period (1st April 2006) to 31st March 2015, there have been 1,970 additions to dwelling stock (218 dpa); this is 278 dwellings above the requirement.</p> <p>The residual housing requirement for 2015 - 2026 is 1,790 dwellings: 163 dpa.</p> <p>There were 458 net dwellings permitted in 2014-15, whilst at 1 April 2015, unimplemented commitments accounted for 937 dwellings.</p> <p>The Council's latest 5 year housing land supply statement (1st April 2016), allowing for a 5% buffer, identifies a 6.8 year supply.</p>	<p>tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.</p>	<p>Monitoring Reports confirm delivery of housing supply in excess of the Core Strategy target.</p>	<p>Strategy (2009), Pages 26-29 Table 1</p> <p>Core Strategy Policy CS 2 (Housing Provision and Location)</p> <p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Pages 21-25</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>A minimum of 950 net affordable housing units are sought over the period 2006 - 2026 (an average of 47 dwellings per annum).</p> <p>Core Strategy Policy CS2 sets out the housing provision and locations in the district, based on an urban first approach.</p>			
Locations of Housing	<p>The Core Strategy Spatial Strategy directs development to the most sustainable locations in the District's main built-up areas. This urban focus is carried forward in Core Strategy Policy CS2, in which priority for the majority of housing development will be directed towards the built-up areas of Leatherhead, Dorking (including North Holmwood), Ashtead, Bookham and Fetcham, where there is the greatest potential for the re-use of previously developed land and access to services and facilities</p> <p>In addition,</p> <ul style="list-style-type: none"> • infilling and limited residential 	The focus for new housing will be the development already planned at Crawley, Horley and Horsham, in the existing urban areas and at other accessible locations around the Diamond.	<p>The Council's Annual Monitoring Report confirms that since April 2006, circa 85% of completions have been within the built up areas, in accordance with Policy CS1.</p> <p>Development and the LSS.</p> <p>For the period 2006 - 2015, 29% of net dwelling completions</p>	<p>Adopted Core Strategy (2009), Pages 26-31 Table 1</p> <p>Core Strategy Policy CS1 (A Spatial Strategy)</p> <p>Core Strategy Policy CS 2 (Housing Provision and Location)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>development (including redevelopment) within Beare Green, Brockham, Capel, Charlwood, Hookwood and Westcott.</p> <ul style="list-style-type: none"> • Infilling within Betchworth, Boxhill, Leigh, Mickleham, Newdigate, Ockley, South Holmwood, Strood Green, Westhumble and Woodlands Road, Bookham. <p>Policy CS2 recognises that small scale affordable housing schemes may be acceptable on sites outside of, but adjoining the settlement boundaries of listed rural villages.</p>		<p>have been in Leatherhead. The wider Leatherhead area (including Ashtead, Bookham and Fetcham) contributed 57% of new dwellings.</p> <p>Work on the Housing and Traveller Sites Plan has ceased which would have addressed the Core Strategy ambition for a land allocations DPD.</p>	<p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Pages 21-25</p>
Types of Housing	The Core Strategy seeks to provide a range of homes to address needs and means, based on the increased provision of affordable housing and housing for particular needs, together with provision for a mix of tenure, type and size of new housing to ensure a balanced housing market.	The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market,	Core Strategy policies CS3 and CS4 provide the framework for delivering a mix of housing types and tenures based on local needs.	<p>Adopted Core Strategy (2009) Pages 31-40</p> <p>Mole Valley Housing Needs Study (2007)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The Housing Needs Study (2007) set out the largest demand for market housing is for 2 and 3 bedroom homes, and the largest need for dwellings by type is for flats and semi-detached houses. The East Surrey Strategic Housing Market Assessment recommends a mix of market housing comprised of 3 bed (50%); 2 and 4 bed (20% respectively); and 1 bed homes (10%).</p> <p>Core Strategy Policy CS3 requires that housing proposals take into account and reflect local housing needs in terms of the tenure, size and type of dwellings, and will particularly seek the provision of two and three bedroom dwellings. New housing for the elderly, and supported and specialist accommodation will be encouraged in suitable locations, reflecting an aging population.</p> <p>The Council aim to secure a minimum of 950 net affordable units over 2006 and 2026 (average of 47 dpa). This is established under Core Strategy</p>	<p>will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce</p>	<p>The Council's Annual Monitoring Reports confirm that over the last 3 years, the proportion of smaller dwellings (i.e. 1-3 bedrooms) completed has not met the indicative target of 80%. The delivery of smaller dwellings needs to continue if the proportion of the total housing stock is to increase. Furthermore, monitoring confirms no dwellings for the elderly were completed in 2014-15.</p> <p>The level of affordable</p>	<p>Core Strategy Policy CS3 (Balancing Housing Provision)</p> <p>Core Strategy Policy CS4 (The Provision of Affordable Housing)</p> <p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Pages 25-29</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>CS4 which adopts targets based on:</p> <ul style="list-style-type: none"> • 1-9 units: a financial contribution equivalent • to providing 20% affordable provision; • 10 to 14 gross dwellings, 30% affordable; and • over 15 gross dwellings, 40% affordable. <p>On site provision to incorporate a mix of dwelling types and sizes which reflect the type of need evidenced. At least 50% of the affordable homes provided on site will be for social rented accommodation.</p>		<p>completions over the Core Strategy housing period is 496; an annual average of 55 dwellings (exceeds target. 47% of dwellings were social rented in 2014-15 (target is 50%).</p>	
Retail and Leisure (Town Centres)	<p>Dorking and Leatherhead are identified as the market towns but remain small centres in the county context. Both face strong competition from larger centres nearby (Epsom, Kingston, Guildford, Horsham and Crawley).</p> <p>The Core strategy seeks to ensure successful and</p>	<p>The GDLA's will promote the individual character of its towns and villages, looking to protect their individual character and retain the diversity of places</p>	<p>The Core Strategy adopts a town centre policy for each of the main centres to reflect the different role and character of the centres in the retail hierarchy.</p>	<p>Adopted Core Strategy (2009) Pages 45 - 53</p> <p>Core Strategy Policy CS6 (Dorking Town Centre)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>viable centres in the district, including strengthening the role of Leatherhead and Dorking, and sets out objectives to increase the provision of convenience in Ashted and Dorking, and to maintain the vitality and viability of centres across the retail hierarchy.</p> <p>Dorking and Leatherhead are subject to a specific Core Strategy Policy; CS6 and CS7 respectively. Separate policies exist specific to Ashted, Bookham, Fetcham and the rural village centres.</p>	<p>in which people can live and work</p>	<p>This includes support for development where it will contribute to consolidating and enhancing the role of the centres, especially Leatherhead and Dorking, in meeting their attraction for shopping, business, entertainment and cultural needs.</p>	<p>Core Strategy Policy CS7 (Leatherhead Town Centre)</p> <p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Pages 38 -42</p>
Transport and Communications				
Highways Infrastructure	<p>Three main roads pass through the District. The M25 with Junction 9 at Leatherhead; the A24 London to Worthing road which runs north to south, and the A25 which follows the foot of the North Downs from Maidstone in Kent to Guildford, running from east to west.</p> <p>Nearly half of Mole Valley's households own two</p>	<p>At a strategic level, transport policies will be focused with the aim of securing:</p> <ul style="list-style-type: none"> investment in sustainable transport to, between and 	<p>The CIL Infrastructure Delivery Plan (2016) identifies a number of highway infrastructure works. This reflects the identified objectives and priorities, including highways works, as set</p>	<p>Adopted Core Strategy (2009) Page 70-73</p> <p>Policy CS 18 (Transport Options and Accessibility)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>or more cars compared to the national average of 32.1% and over half of Mole Valley residents travel to work by car.</p> <p>The Mole Valley Local Transport Strategy (2014) sets out objectives and delivery priorities, which seek amongst others to sustain economic growth and manage congestion, including capacity improvements as appropriate at the M25 (Junction 9), Leatherhead gyratory, and Dorking</p> <p>The CIL Infrastructure Delivery Plan (2016) identifies a number of highway infrastructure works. These include:</p> <ul style="list-style-type: none"> • A24 Flood Alleviation • District wide network wide benefits to reduce congestion and improve road safety management • Dorking and Leatherhead congestion fixing (various named road improvements) 	<p>within the two regional hubs;</p> <ul style="list-style-type: none"> • enhanced rail connectivity and reliability to London; • public transport connectivity to Gatwick and the main urban areas; • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 	<p>out in the district Local Transport Strategy.</p> <p>Core strategy policy is focused on reducing reliance on the private car and to manage traffic growth.</p>	<p>Community Infrastructure Levy Infrastructure Delivery Plan (2016)</p> <p>Surrey Transport Plan: Mole Valley Local Transport Strategy and Forward Programme (September 2014)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • A24 Strategic maintenance • Junction 9, M25 • A24 Capel to Surrey boundary corridor 			
Sustainable Transport (Rail, Bus)	<p>The Core Strategy seeks to manage down traffic growth and encourage more sustainable transport choices by improving travel options and accessibility through the promotion of new development in sustainable locations where access is not solely dependent on use of the private car. This is reflected in the Spatial Strategy new development will be directed to the District's built-up areas.</p> <p>28% of the population live outside the main built-up areas in rural villages and the countryside</p> <p>a regional spoke between the regional hubs of Guildford and Crawley / Gatwick passing through the District. This key corridor of movement</p>	<p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p>	<p>Core Strategy CS18 sets the framework to promote travel options and access, alongside support for the needs of pedestrians, cyclists and users of public transport.</p> <p>A schedule of schemes are identified in the CIL Infrastructure Delivery Plan (2016) with a focus on bus, rail, pedestrian and cycle measures. This is informed by the Surrey Transport Plan:</p>	<p>Adopted Core Strategy (2009) Page 70-73</p> <p>Policy CS 18 (Transport Options and Accessibility)</p> <p>Community Infrastructure Levy Infrastructure Delivery Plan (2016)</p> <p>Surrey Transport Plan: Mole Valley Local Transport Strategy and Forward</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>contains the North Downs railway line and the A25 /A23 roads. The railway line provides services between Reading and Gatwick via Guildford, Dorking and Reigate/Redhill. It is an important link between the rail services to the west country and Gatwick Airport.</p> <p>The Core Strategy further seeks to enhance parking at railway stations, and improve the extent and quality of existing pedestrian and cycle routes.</p> <p>Policy CS18 sets out to promote the availability of travel options and access when considering development proposals, and gives priority to the needs of pedestrians, cyclists and users of public transport.</p> <p>The CIL Infrastructure Delivery Plan (2016) identifies public transport, cycle and pedestrian schemes, including:</p> <ul style="list-style-type: none"> • Dorking town centre sustainable 		<p>Mole Valley Local Transport Strategy and Forward Programme.</p>	<p>Programme (September 2014)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>transport package.</p> <ul style="list-style-type: none"> • Cycle and pedestrian route improvements in Dorking, Leatherhead and the rural areas. • Address capacity issues on the North Downs Line. • Improve reliability and access for passenger transport. • Improved parking at town centres and railway stations. 			
Superfast Broadband	<p>The Council will support the development of new infrastructure where required. There is a growing concern that the provision and quality of infrastructure has not kept pace with housing development in Mole Valley.</p> <p>The Council will continue to work in partnership with other authorities, agencies, utility companies, health service providers and private sector partners.</p>	Partners in the GDI will continue to work with providers to extend and improve superfast broadband	<p>No specific mention of superfast broadband provision in the Core Strategy.</p> <p>The Council are undertaking an infrastructure needs assessment.</p> <p>The CIL Infrastructure</p>	<p>Adopted Core Strategy (2009) Page 68-70</p> <p>Policy CS 17 (Infrastructure, Services and Community Facilities)</p> <p>Community Facilities and Infrastructure</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The Community Facilities and Infrastructure Requirements Position Statement (2008) makes limited reference to broadband other than a network of varying speed.</p> <p>The CIL Infrastructure Delivery Plan (2016) identifies the utilities requirements to help deliver the Core Strategy.</p> <p>Superfast Surrey is a County Council led initiative to bring fibre to areas which are not planned to be served by commercial operators.</p>		<p>Delivery Plan (2016) makes no provision for superfast broadband.</p> <p>Core Strategy Policy CS12 seeks to maintain diverse economic activity in all areas of the District, including rural communities, and promotion of a knowledge based local economy, but no explicit references to superfast broadband.</p>	<p>Requirements - Position Statement (October 2008):</p> <p>Community Infrastructure Levy Infrastructure Delivery Plan (2016)</p>
Gatwick Airport	<p>Gatwick Airport abuts the south eastern boundary of the District. Its role for residents and business is recognised alongside noise impacts for certain villages in the south, particularly Charlwood, Newdigate and Capel.</p> <p>The Council accepts the growth of Gatwick</p>	<p>Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and</p>	<p>The Core Strategy supports a single runway, two terminal airport at Gatwick.</p> <p>It is opposed to a second runway.</p>	<p>Adopted Core Strategy (2009) Page 8-9</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>airport within its single runway two terminal configuration, subject to environmental safeguards being in place. It is opposed to the development of a second runway.</p> <p>Crawley Borough Council safeguards land adjacent to Gatwick Airport, as identified in the Gatwick Airport Masterplan.</p>	<p>commitments to manage the environmental impacts.</p> <p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the Airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>As directed by national policies, land for a possible second runway will continue to be safeguarded</p>	<p>There is no specific core strategy policy for Gatwick Airport.</p>	

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
		until a full analysis of the issues at both a national and local level has been completed and new government policies are in place.		
Countryside and Landscape				
Green Belt	<p>Circa 76% of the District is located within the Metropolitan Green Belt.</p> <p>The Core Strategy accepts that if there is insufficient land in the built-up areas to meet the District's development needs. Whilst the Spatial Strategy for the district helps to safeguard the Green Belt as far as possible, there is likely to be provision for small scale extensions to the built-up areas to meet housing targets following a review of the Green Belt boundary, as set out in Core Strategy Policy CS2.</p>	<p>The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy.</p> <p>Greenfield</p>	<p>Saved Local Plan policy sets out the Green Belt boundary. Core Strategy housing policy.</p> <p>A review of Green Belt boundaries commenced in 2013 to assist in the preparation of the Housing and Traveller Sites Plan but has since been terminated.</p>	<p>Adopted Core Strategy (2009) Paragraph 2.17 and 4.3</p> <p>Core Strategy Policy CS 1 (A Spatial Strategy)</p> <p>Core Strategy Policy CS 2 (Housing Provision and Location)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
		development and loss of countryside will be kept to a minimum.		Green Belt Boundary Review & Sustainability Appraisal (2014)
South Downs National Park	Not applicable	Not applicable	Not applicable	Not applicable
Area of Outstanding Natural Beauty	<p>Just over a third of the District forms part of the Surrey Hills Area of Outstanding Natural Beauty (AONB), which is considered of national importance.</p> <p>The area is covered by the Surrey Hills AONB Management Plan which guides the future management and enhancement of the area.</p> <p>Policy CS13 seeks to safeguard and enhance the high quality of the landscape character of the district, with attention on the AONB and AGLV, and Policy CS14 indicates that all new development must respect and enhance the character of the area in which it is proposed</p>	The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy.	<p>Safeguarding and enhancing the attractive and diverse environment is a key objective of the Core Strategy.</p> <p>Core Strategy CS13(2) outlines the conservation of the natural beauty of the landscape will be a priority.</p>	<p>Adopted Core Strategy (2009) Pages 61-63</p> <p>Core Strategy Policy CS13 (Landscape Character)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	whilst making best use of land.			
Green Infrastructure Plans	<p>The Plan seeks to enhance biodiversity including within the built environment, and along corridors linking green infrastructure.</p> <p>It seeks to ensure the promotion of watercourses, mature hedges and trees within development sites across the District where practicable, retain, protect and enhance, particularly where they link areas of existing green infrastructure.</p> <p>Core Strategy policy CS15 seeks to support and conserve areas of existing green infrastructure, and help to mitigate any harm caused by the Core Strategy on the SAC.</p>	As part of joint working at a district level, the GDAs will develop work already done into a green infrastructure plan for the Gatwick Diamond.	Core Strategy seeks to support and conserve existing areas of green infrastructure, for the benefit of biodiversity. No specific policy on green infrastructure exists rather it is addressed in a biodiversity wide approach.	<p>Adopted Core Strategy (2009) Pages 56-58</p> <p>Core Strategy Policy CS15 (Biodiversity and Geological Biodiversity)</p>
Low Carbon Economy				
Low Carbon Energy	New development and redevelopment/ refurbishment of existing buildings will be required to minimise energy use, and to help support a 10% reduction in predicted carbon emissions of development through on site	GDAs will develop and maintain strategies for securing more sustainable forms of development	Core Strategy policy CS19 provides the opportunity to investigate low carbon energy.	Adopted Core Strategy (2009) Page 74-77

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	installation/ implementation of low-carbon energy sources (Core Strategy CS19).	and a more efficient low carbon economy	The Council's approach seeks to focus on reducing carbon emissions rather than simply replacing one method of generating energy with another regardless of the effect of overall carbon emissions	Core Strategy Policy CS 19 (Sustainable Construction, Renewable Energy and Energy Conservation) Climate Change Background Evidence Paper (2008)
Carbon Emissions	<p>The district is identified to have the 3rd highest ecological footprint in the country.</p> <p>The Council states that carbon emissions from new buildings in the District should be reduced by at least 10%.</p> <p>New buildings and the redevelopment and refurbishment of the existing building stock will be required to:</p> <ul style="list-style-type: none"> • minimise energy use through its design, layout and orientation; 	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.	<p>Core Strategy policy CS19 sets the framework to reducing carbon emissions.</p> <p>Mole Valley Authority Monitoring Report (2015) identifies that CO2 emission decreased in 2013 and there is a reducing</p>	<p>Adopted Core Strategy (2009) Page 74-77</p> <p>Core Strategy Policy CS 19 (Sustainable Construction, Renewable Energy and Energy Conservation)</p> <p>Climate Change</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • maximise on-site recycling facilities and the re-use and recycling of materials used in • construction. <p>A 10% reduction in total carbon emissions through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources.</p> <p>The use of Combined Heat and Power (CHP) is encouraged for large mixed developments and large buildings.</p>		trend. The District's figures remain higher than the Surrey, South East and national averages	<p>Background Evidence Paper (2008)</p> <p>Mole Valley Authority Monitoring Report 1 April 2014 - 31 March 2015 (2015) Page 50</p>
De-centralised Energy Networks	The Council will explore opportunities for decentralised and renewable or low-carbon energy sources within the District.	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.	Core Strategy Policy CS19(3) specifically supports opportunities for decentralised energy networks.	<p>Adopted Core Strategy (2009) Page 74-77</p> <p>Core Strategy Policy CS 19 (Sustainable Construction, Renewable Energy</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
				and Energy Conservation) Climate Change Background Evidence Paper (2008)

Community Infrastructure Levy

Draft CIL charging schedule has recently been to public examination. A Change in circumstances during the examination has led to the Council to modify the draft charging schedule.

Headline rates (£/sq. m) set out in Draft CIL Charging Schedule (December 2015, as modified May 2016) are:

- All residential within built up areas: £175
- Residential within rural area: £250
- Retail – convenience (district wide): £140
- Retail - comparison outside town centres: £140
- All other development (district wide): Nil

Map A of the Charging Schedule defines the built up and rural areas of the District. The built up area boundaries are as defined on the Mole Valley Local Development Framework Proposals Map (updated 2012) and comprise Dorking, Leatherhead, Bookham, Fetcham and Ashted. The rural area is all remaining land outside the built up areas.

Map B defines the area outside the town centres for the purposes of the comparison retail CIL charge.

Capital Funding Commitments

The District is identified as one of four forming the East Surrey M25 Corridor which is the most economically dynamic area in Coast to Capital area and considered important to the success of the wider LEP. Leatherhead is specifically identified as an important location for national and international business headquarters, and is identified as the fifth most significant technology cluster nationally.

The Strategic Economic Plan (March 2014) on Redhill town centre in view of the market perception and need for improvement of the quality of Redhill's business offer. Similar concerns with regard to the retail offer and range of leisure facilities.

Transform Leatherhead

Anticipated this could secure investment of up to £153 million, of which over £100 million is expected to be raised from private sector investors. This and the wider Leatherhead package are predicted to unlock over 21,500 sq. m of new commercial floorspace in the town centre and help stimulate the occupation of 14,675 sq. m of undeveloped/underutilised floorspace adjacent to the town. Between 700 and 800 additional jobs are expected within the town centre, and a further 780 induced jobs in the surrounding areas. The project would create around 400 new homes in the town centre. The Council is

consulting on potential sites for housing development by private developers.

Leatherhead Gyrotory

This scheme, linked to Transform Leatherhead, aims to improve the Leatherhead gyratory system through traffic management measures, junction modifications and signal enhancements. The scheme complements improvements to the M25 junction 9 Bottleneck relief scheme – Leatherhead and the surrounding road network, including the A24 Knoll Roundabout and its approach from Plough Roundabout.

Local Growth Fund: £7.13 million

Contributions: £1.77 million

Total: £8.9 million

Wider Leatherhead Sustainable Transport Package

A series of walking and cycling improvements to link Ashted and Leatherhead town centres and improve access to rail stations.

Local Growth Fund: £3.4 million

Contributions: £0.85 million

Total: £4.26 million

Dorking Sustainable Transport Package

The project aims to relieve traffic congestion and the impact of through traffic in the town centre through the implementation of traffic management measures. It also aims to deliver specific improvements to the improved provision of sustainable transport in and around Dorking to encourage travel by sustainable modes, thereby decreasing traffic congestion. The project will improve traffic and pedestrian flows in Dorking town centre, improving network performance and benefitting all users of the town centre. The impact of traffic through the town centre has affected the environment and character of the

town and reduced the attractiveness of the shopping centre, affecting the town's ability to compete as well as it should with other centres and facilities. Bus service reliability is affected by the high level of traffic in the town centre.

This investment will unlock potential for economic growth in Dorking town centre and improve the key LEP-identified corridors of the A24 and the A25/North Downs Line. Improved connectivity will increase the attractiveness of the town and wider area as a good place for businesses, and maintain its appeal to visitors.

Local Growth Fund: £3.95 million

Contributions: £0.99 million

Total: £4.94 million

3.5 REIGATE AND BANSTEAD BOROUGH

Spatial Portrait

The Borough is characterised by four main settlements (Reigate, Redhill, Horley and Banstead), set within a high quality landscape including the Surrey Hill AONB and Low Weald, which benefits from good connectivity to London and the South East via the M23/A23 corridor, M25, Brighton-London railway and Gatwick airport. The local population is projected to grow by 18% over the period 2012-27 and whilst a relatively affluent economic area, the Borough has localised areas of deprivation.

The Plan Vision states that Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where:

- People who live in, work in and visit the Borough enjoy the benefits of a prosperous economy
- Neighbourhoods are renewed, improved and supported by effective service, infrastructure and transport options
- The wellbeing of communities is supported by accessible health, leisure, education and information services
- People take personal responsibility, enjoy active, healthy and diverse lifestyles
- The environment, and green space, is maintained and enhanced for the future.

By 2027, it is proposed that:

- (a) people living in Reigate & Banstead will experience a high quality of life and environment and vibrant local communities, places and spaces. They

will have ready access to the services, facilities and information that allow them to make healthy lifestyle choices, and to realise their own potential through improved access to skills training

- (b) the green fabric that defines the borough - from the landscape scale to very local urban green spaces - will provide a coherent network providing an attractive setting for our towns and villages, enhanced recreational opportunities and improved habitats to support biodiversity, as well as assisting in the mitigation of, and adaption to, climate change
- (c) Reigate & Banstead will be a prosperous place, providing the conditions and environment within which local businesses thrive. Town centres and employment areas will offer attractive locations for commercial investment, contributing to a flourishing and internationally recognised, but sustainable, Gatwick Diamond.
- (d) the towns and villages within the borough will have their own unique and distinct characters, reflecting their history and providing for the needs of the local community
 - Redhill: through regeneration, the potential of Redhill - and the town centre in particular - as an attractive sub-regional centre and vibrant place to live, work and spend time will have been realised
 - Horley: through regeneration in the town centre, and completion of two new sustainable neighbourhoods, the vitality and vibrancy of Horley will be restored
 - Reigate: the historic interests of Reigate will have been protected, and its unique character, attractiveness and town centre offer enhanced
 - Banstead: Banstead village will be 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
- (e) regeneration initiatives in Merstham and Preston will have secured a better quality of environment and access to services, and helped deliver an improvement in life chances for those who live there
- (f) the coherence and vital role of the Green Belt in protecting urban sprawl and preserving the openness of the countryside will have been maintained
- (g) new development that has been delivered in the existing urban area will sit comfortably within, and make a positive contribution to, the local area and communities
- (h) new development outside the current urban areas will have been planned positively - taking a long-term perspective and through partnership

working - to ensure the most sustainable location, scale and form of development

- (i) people living and working in the borough will have access to a range of sustainable transport choices, and the efficiency of the road network, public transport services and interchange facilities will have been improved
- (j) Reigate & Banstead will be making a positive and proportionate contribution towards increasing tough national and global carbon emission reduction targets. Natural resources - such as water and energy - will be used more efficiently, waste generation will be reduced, and the borough's resilience to the impacts of climate change will be much improved.

The spatial strategy is based on achieving a 'sustainable' approach to growth, which:

- (a) preserves and encourages economic prosperity
- (b) protects valued and vulnerable parts of the environment
- (c) ensures the provision of services and infrastructure to support the community

The Spatial Strategy is structured on three geographical areas in the Borough:

- The North Downs: the focus for modest, sustainable growth in view of environmental and transport constraints.
- Wealden Greensand Ridge: support for the continued economic growth of the area, particularly Reigate and Redhill, and in the case of the latter through regeneration.
- Low Weald: the industrial heart of the Borough with strong links to Gatwick airport. Focus on improvements to Horley town centre to support moderate growth.

The protection of the Green Belt (approximately 70% of the Borough) represents a key objective locally with development focused at the main settlements whilst regeneration at Redhill and Horley are key objectives for meeting Plan strategies. Redhill, is the focus for town centre regeneration, to help realise its

role as a sub-regional centre whilst Horley town centre is the focus for regeneration together with completion of two new sustainable neighbourhoods. In Reigate, focus is concentrated on protecting its historical character and enhancing the offer of the town centre whilst Banstead is considered to provide for local needs. Other regeneration initiatives are focused at social, environmental and economic improvements at the Preston and Merstham regeneration areas.

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
Economic and Employment				
Economic Vision	<p>The vision for the Borough includes that Reigate & Banstead will have a prosperous economy, with the promotion and support for continued economic prosperity through provision of the conditions and environment within which local businesses thrive. The town centres and employment areas of the Borough will offer attractive locations for commercial investment, contributing to a flourishing and internationally recognised, but sustainable, Gatwick Diamond.</p> <p>To secure the vision, the Plan seeks to recognise and nurture the distinctive economic role of different parts of the borough. It also seeks to work with adjoining authorities to maximise the opportunities arising from its position within the Gatwick Diamond, the Coast to Capital LEP and its proximity to London.</p> <p>The role of regeneration is important to sustaining</p>	<p>GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.</p> <p>Redhill will be the other main focus and will continue to grow.</p>	<p>The Council's Corporate Plan 2011-15 sets out priorities which are carried forward in the Core Strategy.</p> <p>Core Strategy Policy CS5 sets out to deliver the identified priorities. At part 1c of the policy, it states: Recognising and nurturing the distinctive economic role of different parts of the borough (in particular raising the profile of Redhill as a</p>	<p>Adopted Core Strategy (2014) Page 32-35</p> <p>Reigate and Banstead Corporate Plan 2011-2015 (2012)</p> <p>Local Economic Needs Assessment Update (2016)</p> <p>Updating the economic evidence base (2011)</p> <p>Core Strategy Policy CS5 (Valued People and Economic</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>economic prosperity, in particular raising the profile of Redhill as a key commercial location through town centre regeneration and other initiatives.</p> <p>To support continued sustainable economic prosperity, the Plan aims to ensure a range of type/sizes of employment premises to cater for established, growing and start-up businesses and ensure flexibility to meet changing needs; focus on the best use of employment land within existing town centres and industrial areas; and support entrepreneurship and innovation within knowledge-intensive sectors.</p> <p>Policy CS5 provides the framework to secure the vision.</p>		<p>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.</p>	<p>Development)</p>
<p>Scale of Employment Growth</p>	<p>Economic forecasts for the Borough, contained in the Local Economic Needs Assessment (2016), indicate that employment figures may increase by 6,530 TFE (labour demand scenario) and 2,600 FTE (labour supply scenario).</p> <p>Policy CS5 seeks amongst others, to plan for the delivery of additional employment floorspace to meet</p>	<p>GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.</p>	<p>No hard target set out in the LSS.</p> <p>The 2011 Updating the economic evidence base projections were carried forward to the adopted Core Strategy.</p>	<p>Adopted Core Strategy (2014) Paragraph 5.5.9 Local Economic Needs Assessment Update (2016) Tables 1,4 and 5.</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>the forecast growth needs of the borough. The Core Strategy seeks to deliver approximately 46,000 sq.m of additional employment floorspace.</p> <p>The 2016 Local Economic Needs Assessment has been prepared to support the Development Management Plan, which was consulted on (Regulation 18 consultation) in August 2016.</p>	<p>Redhill will be the other main focus and will continue to grow</p>	<p>The 2016 Local Economic Needs Assessment Update has updated these projections.</p>	<p>Updating the economic evidence base (2011) Table 8 and 9</p> <p>Core Strategy Policy CS5 (Valued People and Economic Development)</p>
<p>Knowledge-based Growth</p>	<p>The Plan seeks to support entrepreneurship and innovation within knowledge-intensive sectors. It recognises the role of and contribution of small businesses to the Borough's economy, and support for the conditions and facilities that allow these businesses to survive and grow. Supporting entrepreneurship, especially in the most productive sectors, will also contribute to securing a prosperous economy.</p> <p>Policy CS5 seeks amongst others, to plan for a range of types and sizes of employment premises to cater for</p>	<p>In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>	<p>No hard target set out in the LSS.</p> <p>Core Strategy Policy CS5 part 1f states to: support entrepreneurship and innovation by facilitating the provision of affordable start-up/incubator units in the</p>	<p>Adopted Core Strategy (2014) Paragraph 5.5.12-14</p> <p>Local Economic Needs Assessment Update (2016)</p> <p>Updating the economic evidence base (2011)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>the needs of established, growing and start-up businesses; and ensuring sufficient flexibility to meet their changing needs and attract new businesses.</p>		<p>most accessible locations.</p> <p>No measure of knowledge based industries start-ups in the Borough Annual Monitoring Report 2014-2015 although identifies 900 business start-ups in 2013.</p>	<p>Core Strategy Policy CS5 (Valued People and Economic Development)</p> <p>Local Plan Monitoring Report 2014-2015</p>
Other Employment	<p>The Borough is characterised as one in which different parts fulfil different economic roles.</p> <p>The Core Strategy seeks to remain flexible to accommodate the changing needs of business, not just in terms of employment growth but also in terms of the type of employment floorspace, skills and the ability to implement 'smarter' or more productive ways of working.</p> <p>The role of small business to the local economy is</p>	<p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.</p>	<p>No hard target set out in the LSS.</p> <p>Core Strategy Policy CS5 sets a wide ranging framework to support continued sustainable economic prosperity and regeneration, and the various employment</p>	<p>Adopted Core Strategy (2014) Page 32-34</p> <p>Local Economic Needs Assessment Update (2016)</p> <p>Updating the economic evidence base (2011)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>recognised, which leads through to Core Strategy support for growth through appropriate types and locations for employment floorspace: implementation of wider regeneration measures and job opportunities for local people.</p> <p>Policy CS5 allows new employment areas outside of the town centres and established employment areas, subject to wider Plan priorities and sustainability principles.</p>		this supports.	Core Strategy Policy CS5 (Valued People and Economic Development)
Skills Attainment	<p>There are no universities within the Borough.</p> <p>Policy CS5, Part 2(b) - The Council will 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.</p>	<p>Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond</p> <p>GDI will retain and promote its long term aim to secure a university centre</p>	<p>No universities in the Borough.</p> <p>Adopted Core Strategy policy sets a clear objective to promote and deliver education and skills.</p>	<p>Adopted Core Strategy (2014) Paragraph 5.5.4</p> <p>Core Strategy Policy CS5 (Valued People and Economic Development)</p>
Primary	The Borough is recognised as having different areas	Redhill will be the other	The DMP will identify	Adopted Core Strategy

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
Locations	<p>playing different roles. This is established in Core Strategy Policy CS5, which in particular seeks to raise the commercial profile of Redhill.</p> <p>The preferred focus for employment development is on the reuse and intensification of existing employment areas (i.e. the industrial areas and town centre business areas). This is supported by Core Strategy Policy CS5. No specific sites are identified in the Core Strategy.</p> <p>Core Strategy Policy CS6 outlines the prioritisation for the allocation and delivery of land for development in sustainable locations in the urban area.</p> <p>The Council has published its Development Management Plan (DMP) for consultation between August and October 2016, which will identify existing and new sites for allocation.</p>	<p>main focus and will continue to grow.</p> <p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.</p>	<p>designated employment areas and address in more detail the provision of employment-generating floorspace, including, as appropriate, identifying specific sites and setting criteria based policies to guide new development.</p>	<p>(2014) Page 36-38</p> <p>Local Economic Needs Assessment Update (2016)</p> <p>Updating the economic evidence base (2011), Table 10</p> <p>Core Strategy Policy CS5 (Valued People and Economic Development)</p> <p>Core Strategy Policy CS6 (Allocation of development)</p>
Business Development	<p>The Core Strategy set out the broad amount and distribution of floorspace that is likely to be required</p>	<p>Redhill will be the other main focus and will</p>	<p>The adopted Core Strategy sets out a</p>	<p>Adopted Core Strategy (2014) Chapter 6</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
Locations	<p>across the Borough. It does not identify specific sites but sets out a spatial strategy.</p> <p>The strategy is based on three broad geographic areas, across which are distributed the Council's priority areas for regeneration and growth, which together represent the focal points for future growth:</p> <p>(a) Preston regeneration area and Banstead village centre in the North Downs area.</p> <p>(b) Redhill town centre, Merstham regeneration area and Reigate town centre in the Wealden Greensand Ridge area.</p> <p>(c) the two new Horley neighbourhoods and Horley town centre in the Low Weald area.</p> <p>Core Strategy Policy CS8 outlines the scale and location of future development, including the scale of employment floorspace by area.</p>	<p>continue to grow.</p> <p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists</p> <p>In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>	<p>locational strategy which identifies the scale and location of employment development to be delivered across each of the areas by 2027. This includes specific focus on Redhill.</p> <p>The emerging DMP (2016) has updated the Core Strategy figures and defined two tiers of employment areas: (Principal Employment Area and Local Employment Area) and identified specific sites.</p>	<p>Local Economic Needs Assessment Update (2016) Table 19</p> <p>Updating the economic evidence base (2011)</p> <p>Core Strategy Policy CS5 (Valued People and Economic Development)</p> <p>Core Strategy Policy CS6 (Allocation of land for development)</p> <p>Core Strategy Policy CS8 Area 1, 2A, 2B and 3</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The Local Economic Need Assessment Update (2016) provides an up-to-date assessment of the future need for additional employment accommodation to support economic growth in the Borough, including the quantitative and qualitative requirements for land and floorspace. This paper builds on the Economic Evidence Base Update (2011). The ENA 2016 concludes (as a minimum), that additional floorspace should be provided to meet local needs:</p> <ul style="list-style-type: none"> • 6,500 sq. m of additional industrial space • 11,000 sq. m of additional storage and distribution space • 25,500 sq. m of office space 			
People, Places & Communities				
Population Levels and Change	<p>Census population of 137,800 (2011).</p> <p>Population of 140,400 (2012), based on 2010 ONS SNPP.</p> <p>Future projected growth of 18% between 2012-27,</p>	No specific LSS target	No comment	Housing Need and Demand: Response to Inspectors Key Concerns Section 2, Figure 2 and Figure 3

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>from 140,400 to 165,700 using 2010 -SNPP.</p> <p>An ageing population – over 65's projected to increase by over 40% between 2012 and 2027.</p>			<p>Adopted Core Strategy (2014)</p> <p>Paragraph 3.2 & 3.3</p>
Household Growth	<p>55,400 households (2011)</p> <p>22% projected growth in households (an increase of 12,826), with a projected 71,191 households in 2027.</p>	No specific LSS target	No comment	<p>Housing Need and Demand: Response to Inspectors Key Concerns (2012)</p> <p>Section 2, Figure 5</p>
Housing Need (OAN)	<p>The planned requirement in the Core Strategy is 460 dpa.</p> <p>This is lower than the OAN of approximately 600 – 640 dwellings, as set out in the Core Strategy Inspector's Report.</p>	<p>To assist in developing local strategies for housing, GDAs will work together to establish a common understanding of locally generated housing needs so as to provide a sound basis for strategic decisions; and.</p> <p>GDAs will work together to consider and agree how locally generated housing</p>	No comment	<p>Housing Need and Demand: Response to Inspectors Key Concerns (2012)</p> <p>Page 4</p> <p>Report on the Examination into Reigate and Banstead Core Strategy Local Plan (2014)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
		needs can best be met		
Housing Supply/Delivery	<p>The Core Strategy outlines a requirement for at least 6,900 new homes in the Borough over the period 2012-27.</p> <p>At least 5,800 of this target to come from the existing urban area, with the remainder from sustainable broad locations (as set out in Core Strategy Policy CS8). This equates to an annual requirement of 460 dwellings per annum.</p> <p>Since 2012, the annual average completions have been 464 dwellings, marginally above the Core Strategy target.</p> <p>The Housing Delivery Monitor (2016) identifies a housing land supply of 2,773 (including 375 windfalls); this equates to 5.78 years.</p> <p>A minimum of 1,500 gross new units of affordable housing between 2012 and 2027. 30% of affordable housing secured on permissions for developments of</p>	The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.	<p>The Council's Monitoring Report 2014/15 identifies 420 dwelling completions over that period (below the target of 460). Of this total, 129 were affordable (above target of 100). Over half of completions over the past year have been in priority locations for growth/regeneration. The priority locations for growth and regeneration are Redhill and Horley town centres, Preston, Merstham and Horley North East and North</p>	<p>Adopted Core Strategy (2014) Chapter 6 and Section 7.4</p> <p>Core Strategy Policy CS8 Area 1, 2A, 2B and 3</p> <p>Core Strategy Policy CS13 (Housing delivery)</p> <p>Housing Delivery Monitor (including five year land supply at 31 March 2016) Figure 29 and 30</p> <p>Local Plan Monitoring Report (1 April 2014 –</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>15+ net additional units. Financial contribution broadly equivalent to 20% of affordable housing for developments of 10-14 units.</p> <p>The 2012 SHMA recommends that the tenure should be 40% social/ affordable rent and 60% intermediate.</p> <p>In 2015/16, net completions totalled 535 – the highest number since 2009.</p>		West sectors.	31 March 2015) Page 8-10
Locations of Housing	<p>The Core Strategy (Policy CS6) sets out a locational sequence for development based on priority locations for growth and regeneration (of equal priority):</p> <p>a) Priority locations for growth and regeneration:</p> <ul style="list-style-type: none"> • Redhill Town Centre • Horley Town Centre • Horley North East and North West sectors • Preston Regeneration Area • Merstham Regeneration Area • Other regeneration areas as identified. <p>b) The built up areas of Redhill, Reigate, Horley</p>	<p>The focus for new housing will be the development already planned at Crawley, Horley and Horsham, in the existing urban areas and at other accessible locations around the Diamond.</p> <p>Redhill Town Centre will also undergo significant change to fulfil its role as a sub-regional centre. Redhill will be a thriving town</p>	<p>The adopted Core Strategy sets out a locational strategy which identifies the scale and location of housing development to be delivered across each of the areas by 2027.</p> <p>The Council's Monitoring Report 2014/15 identifies that</p>	<p>Adopted Core Strategy (2014) Chapter 6</p> <p>Core Strategy Policy CS6 (Allocation of land for development)</p> <p>Core Strategy Policy CS8</p> <p>Area 1, 2A, 2B and 3</p> <p>Core Strategy Policy CS13 (Housing</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>and Banstead;</p> <p>c) Other sustainable sites in the existing urban area;</p> <p>d) The Council will also allocate land beyond the current urban area for sustainable urban extensions, based on an assessment of the potential within broad areas of search which will be subject to phasing and released when such action is necessary to maintain a five year housing supply</p> <p>Core Strategy Policy CS8 outlines the scale and location of future development, including the distribution of housing by area.</p> <ul style="list-style-type: none"> • Area 1: The North Downs – at least 930 dwellings • Area 2a (Redhill) – at least 1,330 (750 in Redhill town centre by 2022) and SUE of 500-700 • Area 2b (Reigate) at least 280 and SUE of 500- 	<p>centre which is a prominent commercial location, a competitive retail destination and a great place to live.</p>	<p>over half of completions over the past year have been in priority locations for growth/regeneration. The priority locations for growth and regeneration are Redhill and Horley town centres, Preston, Merstham and Horley North East and North West sectors.</p>	<p>delivery)</p> <p>Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Pages 8-10</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>700</p> <ul style="list-style-type: none"> Area 3: The Low Weald – at least 2,440 <p>The emerging DMP is to identify specific sites.</p>			
Types of Housing	<p>The Core Strategy (Policy CS14) seeks a range of housing types and tenures through the redevelopment of the existing housing stock or new development, including affordable housing, and to avoid a concentration of any one type of dwelling in a location that would cause an imbalance and adversely affect community cohesion. It also requires housing developments to contain an appropriate mix of dwelling sizes in accordance with assessments of housing need, site size and characteristics.</p> <p>The Council aims to enable the provision of 1,500 affordable homes over the plan period; equating to an average of 100 homes per year. A tenure mix of 40% rented and 60% intermediate housing, and the need for a range of unit sizes, from 1 to 4 bedrooms. Policy CS15 sets the policy context for affordable housing.</p>	The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.	<p>The Council's Monitoring Report 2014/15 identifies an overprovision of 1 & 2 bed market housing properties although the mix is moving towards the SHMA recommendations (40% 1&2 bed, and 60% 3&4 bed).</p> <p>In terms of affordable provision, SMHA Identified a 49/51% smaller/larger split. Monitoring over</p>	<p>Adopted Core Strategy (2014) Chapter 7.5 and 7.6</p> <p>Core Strategy Policy CS14 (Housing needs of the community)</p> <p>Core Strategy Policy CS15 (Affordable Housing)</p> <p>Strategic housing market assessment Update Revised Final Report (2012)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
			2014/15 identified dominance of smaller units.	Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Pages 8-10
Retail and Leisure (Town Centres)	<p>The Core Strategy recognises the borough centres face competition from neighbouring shopping centres. Redhill and Horley town centres are identified in need of additional investment to improve their role and offer, whilst it will be important to ensure that Banstead and Reigate remain attractive and viable, offering a good range of shops and services.</p> <p>The Retail Needs Assessment (2016) provides an up-to-date assessment of the likely retail growth and need for additional retail floorspace in the Borough. It identifies capacity for 12,900 sq. m of comparison floorspace to 2027. No significant quantitative need for convenience floorspace is identified.</p> <p>Policy CS7 outlines the focus of growth on Redhill.</p> <p>Policy CS8 (Area 1, 2a and 2b and 3) outlines the scale</p>	Redhill Town Centre will also undergo significant change to fulfil its role as a sub-regional centre. Redhill will be a thriving town centre which is a prominent commercial location, a competitive retail destination and a great place to live.	<p>Policy CS7 identifies capacity for additional retail floorspace, especially in Redhill.</p> <p>To reflect the objective of enhancing Redhill's retail offer, the majority of convenience and comparison floorspace to be accommodated in Redhill town centre.</p> <p>The Council's Monitoring Report 2014/15 identifies majority of the extant convenience</p>	<p>Adopted Core Strategy (2014) Chapter 6</p> <p>Core Strategy Policy CS7 (Town and local centres)</p> <p>Core Strategy Policy CS8 Area 1, 2A, 2B and 3</p> <p>Retail Needs Assessment (2016)</p> <p>Local Plan Monitoring Report (1 April 2014 – 31 March 2015)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>and location of future retail floorspace. The conclusions of the 2016 RNA identify comparison floorspace at:</p> <ul style="list-style-type: none"> • Area 1: approx. 900 sq. m (Banstead village) • Area 2a: approx. 7,500 sq. m (Redhill) • Area 2b: approx. 2,500 sq. m (Reigate) • Area 3: approx. 800 sq. m (Horley) 		<p>applications are in Redhill town centre.</p> <p>The 2016 RNA identifies a lower capacity for new retail floorspace compared to that identified under Core Strategy CS8.</p>	Page 14
Transport and Communications				
Highways Infrastructure	<p>The Core Strategy focuses on locating future development in areas of the borough that are highly accessible, to increase the capacity of existing transport infrastructure, and reduce the need to rely upon the delivery of significant new schemes.</p> <p>Policy CS17 seeks to improve the efficiency of the transport network by delivering improvements to the road network to meet all street users' needs, enhance accessibility</p>	<p>At a strategic level, transport policies will be focused with the aim of securing:</p> <ul style="list-style-type: none"> • investment in sustainable transport to, between and within the two regional hubs; 	<p>The Surrey Transport Plan (Reigate and Banstead Local Transport Strategy) identifies specific schemes.</p>	<p>Adopted Core Strategy (2014) Section 7.8</p> <p>Core Strategy Policy CS8 Area 1, 2A, 2B and 3</p> <p>Core Strategy Policy CS12 (Infrastructure</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>along key corridors and accommodate the forecast increase in journeys.</p> <p>Core Strategy Policy CS8 identifies infrastructure priorities by area, including:</p> <ul style="list-style-type: none"> • Highways improvements to A240/B221 • Junction 8, M25 (further investigation) • New access routes to Horley NE and NW extensions <p>The IDP Addendum outlines transport related infrastructure projects which are set out in the Surrey Transport Plan (Reigate and Banstead Local Transport Strategy).</p>	<ul style="list-style-type: none"> • enhanced rail connectivity and reliability to London; • public transport connectivity to Gatwick and the main urban areas; • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 		<p>delivery)</p> <p>Core Strategy Policy CS17 (Travel Options and accessibility)</p> <p>IDP Addendum (2015), Schedule 1</p> <p>Surrey Transport Plan (Reigate and Banstead Local Transport Strategy) (2014)</p>
Sustainable	The Core Strategy focuses on locating future	GDAs and their partners in	The Surrey Transport	Adopted Core Strategy

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
Transport (Rail, Bus)	<p>development in areas of the Borough that are highly accessible. It seeks to increase the capacity of existing transport infrastructure, and reduce the need to rely upon the delivery of significant new schemes.</p> <p>Policy CS17 seeks to improve the efficiency of the transport network by enhancing public interchange facilities in Redhill and Horley town centres and promoting Redhill/Reigate as a transport hub, and facilitating sustainable transport choices.</p> <p>Core Strategy Policy CS8 identifies infrastructure priorities by area.</p> <p>The IDP Addendum outlines transport related infrastructure projects, as set out in the Surrey Transport Plan (Reigate and Banstead Local Transport Strategy), to enhance pedestrian, cycle, bus and train accessibility, focused on, amongst others:</p> <ul style="list-style-type: none"> • A23 Corridor Improvement Programme • A23 Redhill to Horley Corridor Improvements 	<p>the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p>	<p>Plan (Reigate and Banstead Local Transport Strategy) identifies specific schemes.</p>	<p>(2014) Section 7.8</p> <p>Core Strategy Policy CS8 Area 1, 2A, 2B and 3</p> <p>Core Strategy Policy CS12 (Infrastructure delivery)</p> <p>Core Strategy Policy CS17 (Travel Options and accessibility)</p> <p>IDP Addendum (2015), Schedule 1 (Ref1/31 – 1/96)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • A23 Redhill to Borough Boundary • A217 Banstead/Kingswood Corridor Improvements • Package of measures for Redhill and Reigate, and other settlements in the Borough. 			
Superfast Broadband	<p>The Core Strategy is focused on a number of small scale improvements to increase the capacity of existing infrastructure, rather than major new infrastructure.</p> <p>Policies in the DMP will set out more detailed requirements in relation to the provision of new or upgraded infrastructure to support new development.</p> <p>Policy CS12 sets the policy context.</p> <p>The IDP Addendum outlines a super-fast broadband scheme for Surrey. It states the project will serve at least 84,000 premises across Surrey and in almost 6,000 premises in the borough.</p>	Partners in the GDI will continue to work with providers to extend and improve superfast broadband	The IDP Addendum notes that 75% of the County had the technology as at August 2014.	<p>Adopted Core Strategy (2014) Section 7.3</p> <p>Core Strategy Policy CS12 (Infrastructure delivery)</p> <p>IDP Addendum (2015), Schedule 1 (Ref 1/9)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
<p>Gatwick Airport</p>	<p>The Core Strategy recognises the contribution of Gatwick Airport to the Borough economy, and its role as a key driver in the sub-regional regional and national economy.</p> <p>The Council will work with partners across the Gatwick Diamond area, through the Gatwick Diamond Initiative, to encourage sustainable economic growth to support the Airport. This will include supporting Gatwick as an economic and transport hub, and seeking to improve access to and from the Airport by a range of modes of transport.</p>	<p>Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the environmental impacts.</p> <p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>As directed by national policies, land for a possible</p>	<p>Core Strategy Policy CS9 supports the development of Gatwick Airport, within the existing airport boundary and existing legal limits, including the development of facilities that contribute to the safe and efficient operation of the Airport.</p>	<p>Adopted Core Strategy (2014) Section 6.9</p> <p>Policy CS9 (Gatwick Airport)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
		<p>second runway will continue to be safeguarded until a full analysis of the issues at both a national and local level has been completed and new government policies are in place.</p>		
Countryside and Landscape				
Green Belt	<p>Approximately 70% of the Borough is Green Belt.</p> <p>Core Strategy policy CS3 seeks to maintain a robust and defensible Green Belt.</p> <p>The Core Strategy recognises that land may need to be removed from the Green Belt to deliver the housing target set out in Policy CS13. This will be in exceptional circumstances which will include consideration of the need for development, the suitability and availability of sites to accommodate that development, and</p>	<p>The GDAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy.</p> <p>Greenfield development and loss of countryside will</p>	<p>The Core Strategy accepts that an element of land will likely need to be removed from the Green Belt to meet the housing target for the Borough through the urban extensions.</p> <p>The Council's</p>	<p>Adopted Core Strategy (2014) Section 5.3</p> <p>Policy CS9 (Green Belt)</p> <p>Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Page 17</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	demonstration that removal of land will result in no or limited conflict with the purposes and integrity of the Green Belt.	be kept to a minimum.	Monitoring Report 2014/15 confirms a reduction in the number of homes permitted in the Green Belt (from 58 to 8 in the monitoring period) but an increase in non-residential floorspace.	
South Downs National Park	Not applicable	Not applicable	Not applicable	Not applicable
Area of Outstanding Natural Beauty	<p>The Borough includes the Surrey Hills Area of Outstanding Natural Beauty (AONB), with a large part of the higher North Downs area designated.</p> <p>The Core Strategy vision seeks that the environment, and green space, is maintained and enhanced for the future.</p>	The GDLAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy	<p>The Core Strategy seeks to protect and enhance the borough's green fabric, with greatest protection afforded to the AONB.</p> <p>The Council's</p>	<p>Adopted Core Strategy (2014) Section 5.2</p> <p>Policy CS2 (Valued landscapes and the natural environment)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	<p>The Surrey Hills AONB Management Plan guides the future management and enhancement of the area. It is a material consideration in determining planning applications in/around the AONB.</p> <p>Policy CS2 identifies the AONB to have the highest level of protection.</p>		<p>Monitoring Report 2014/15 identifies no permissions for major development within and around Area of Outstanding Natural Beauty.</p>	<p>Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Page 17</p>
<p>Green Infrastructure Plans</p>	<p>The Core Strategy outlines the positive opportunities for development to deliver better communities and enhancements to the green fabric.</p> <p>Together with the Core Strategy and the DMP, the Council is developing a Green Infrastructure (GI) Strategy which will develop and manage a multi-functional network of green spaces across the Borough, together with green corridors.</p> <p>Policy CS2 outlines that the Council will work with partners to promote, enhance and manage a</p>	<p>As part of joint working at a district level, the GDAs will develop work already done into a green infrastructure plan for the Gatwick Diamond.</p>	<p>The Council is preparing a Green Infrastructure Strategy and Action Plan to set priorities.</p>	<p>Adopted Core Strategy (2014) Page 27</p> <p>Policy CS2 (Valued landscapes and the natural environment)</p> <p>Policy CS10 (Sustainable development)</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	substantial network of multi-functional green infrastructure across the Borough, to maximise the social, economic and environmental benefits of the borough's green fabric.			Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Page 17
Low Carbon Economy				
Low Carbon Energy	Under Core Strategy Policy CS11 2a and 2b, the Council will work with developers and other partners to encourage and promote the development of decentralised and renewable or low carbon energy (including combined heat and power) as a means to help future development meet zero-carbon standards affordably.	GDLAs will develop and maintain strategies for securing more sustainable forms of development and a more efficient low carbon economy	Core strategy policy CS11 provides the opportunity to investigate low carbon energy.	Adopted Core Strategy (2014) Section 7.2 Policy CS10 (Sustainable development) Policy CS11 (Sustainable construction)

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
Carbon Emissions	<p>The Surrey Climate Change Partnership is aiming for a 40% reduction in carbon emissions by 2020 (compared to a 2005 baseline). For Reigate & Banstead, this equates to a carbon saving of 339 kilotonnes per year.</p> <p>The Core Strategy seeks development that will 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. Policy CS10 sets this framework.</p> <p>Policy CS11 expects new development to be constructed to standards (taking viability considerations into account), including that for relevant non-residential development of new or replacement buildings, or extensions to existing structures to a minimum of BREEAM 'very good'.</p> <p>The emerging DMP will set out that all new accommodation must meet the tighter national water</p>	<p>GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.</p>	<p>The Council's Monitoring Report 2014/15 identifies that businesses and households have reduced their carbon dioxide emissions by 13%.</p>	<p>Adopted Core Strategy (2014) Section 7.2</p> <p>Policy CS10 (Sustainable development)</p> <p>Policy CS11 (Sustainable construction)</p> <p>Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Page 23</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source
	efficiency standard of 110/litres/person/day.			
De-centralised Energy Networks	<p>Under Core Strategy Policy CS11 2a and 2b, the Council will work with developers and other partners to encourage and promote the development of decentralised and renewable or low carbon energy (including combined heat and power) as a means to help future development meet zero-carbon standards affordably.</p> <p>a) Where a major development is planned that generates, is within, or is adjacent to an area of significant heat density, it will be expected that the potential to create, or connect to, a district heating network is fully investigated. Such developments will be identified in the DMP where possible.</p> <p>b) Where a district heat network exists or is planned, or where there is potential to utilise waste heat, the Council may require - where feasible and viable - development in these areas to be designed to facilitate its use and connect to it.</p>	<p>GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.</p>	<p>Core strategy policy CS11 provides the opportunity to investigate decentralised and renewable or low carbon energy. The Council will encourage such networks for strategic development proposals.</p> <p>The Council's Monitoring Report 2014/15 identifies that no decentralised networks have been developed and no developments have been connected to a decentralised network.</p>	<p>Adopted Core Strategy (2014) Section 7.2</p> <p>Policy CS11 (Sustainable construction)</p> <p>Local Plan Monitoring Report (1 April 2014 – 31 March 2015) Page 24</p>

Domain	Policy/Target	LSS 2012 target	Comment/Note	Data Source

Community Infrastructure Levy

The CIL charging schedule commenced in the Borough on 1 April 2016.

Headline rates set out in CIL Charging Schedule (December 2015) are:

- Residential development within Charge Zone 1: Nil
- Residential development within Charge Zone 2: £140
- Residential development within Charge Zone 3: £80
- Residential development within Charge Zone 4: £180
- Residential development within Charge Zone 5: £200
- Retail development (wholly or predominantly for the sale of convenience goods, including superstores and supermarkets (Borough wide): £120
- All other development (Borough wide): Nil

Plan 1 of CIL Charging Schedule (December 2015) identifies charging zones for residential development.

Capital Funding Commitments

The Borough is identified as one of four forming the East Surrey M25 Corridor which is the most economically dynamic area in Coast to Capital area and considered important to the success of the wider LEP.

Reigate and Redhill are specifically identified as important locations for national and international business headquarters.

The focus in the Strategic Economic Plan (March 2014) is on Redhill town centre and its need for improvement of the quality of Redhill's business offer. Similar concerns with regard to the retail offer and range of leisure facilities.

The schemes listed are directly from the Coast to Capital Strategic Economic Plan and that the priorities might have evolved since the SEP was published.

Greater Redhill Sustainable Transport Package

A package of improvements in the areas of Redhill, Reigate, Woodhatch and Banstead. It will deliver sustainable/ public transport measures to improve accessibility, encourage its use and improve safety, with goals to reduce congestion, encourage modal shift, increase accessibility to economic centres and reduce road accidents. It will enable over 17,000 sq.m of floorspace to better utilised, generating 2,665 jobs.

Local Growth Fund: £3.92 million

Contributions: £0.98 million

Total: £4.9 million

Reigate Road Network Improvement Scheme

The scheme will tackle congestion in Reigate by reconfiguring the road network. It will improve the public realm and deliver better pedestrian crossings and public transport improvements. Through economic intensification it is predicted to bring forward over 6,000 sq.m of vacant office floorspace and 933 new

jobs.

Local Growth Fund: £4.04 million

Contributions: £1.01 million

Total: £5.05 million

Cromwell Road, Redhill Mixed-Use Redevelopment

The scheme would bring forward a comprehensive mixed use development in the Cromwell Road area. It aims to unlock 2,000 sq.m of new retail floorspace within the town centre to meet identified needs as well as up to 80 new homes and 87 new jobs.

Improvements on the A23 Corridor

This is a scalable package of support along the A23 corridor, a key north-south route. It will reduce congestion and mitigate the impact of new employment and residential development. This would benefit Horley and other locations along the corridor. It will intensify current economic activity and enable 18,892 sq.m of industrial floorspace to be better utilised. This, and the intensification of retail and office space, is predicted to create over 2,000 jobs.

A217 Corridor Programme

The scheme includes improved walking and cycling facilities, a quality bus corridor and junction capacity enhancements. The scheme would unlock floorspace (9,677 of office space and 2,500 sq.m of retail space) and create jobs (961).

3.6 TANDRIDGE DISTRICT

Tandridge District Council is in the process of consulting on its replacement Local Plan. As such this evidence document has been prepared using numerous evidence sources that relate to the adopted Tandridge Core Strategy (October 2008) and Tandridge Local Plan Part 2: Detailed Policies 2014 – 2029 (July 2014), together with the work towards the new Local Plan, as contained in Our Local Plan Issues and Approaches which represents the start of this process. This document is therefore subject to update and change, potentially significant change, and should at this time be considered in that context.

Spatial Portrait

- Tandridge is a predominantly rural district with a population of over 85,000 residents. Since 2001, there has been a fall in the number of 20-35 year olds that own a home in the district, and over 73% of 65+ year olds own their home outright.
- Tandridge has the least competitive economy in Surrey with the second lowest GVA in the wider area within M3 and Coast to Capital LEP.
- Most residents in paid employment (71.6%) commute outside the district to work. Approximately 12,500 residents commute to the Greater London area. The three largest areas of employment in the district are wholesale and retail trade (15.7%), education (13%) and construction (12.9%). The workforce of the district is generally highly skilled, with 30.8% of residents employed in managerial, senior or professional occupations.
- Tandridge residents achieve a slightly higher level of educational attainment when compared with the South East and Great Britain.
- A typical resident has a higher income than across South East and Great Britain, while in contrast those who work in the District earn relatively less on average.
- Sectors with the largest employment share in the District are Education, Health, Construction and Retail. (ONS Business Register and Employment Survey - 2014).

- More employment is associated with B1 office than B2/ B8 manufacturing or warehousing in the District, although the share of office employment is slightly below the South East and Great Britain averages. (Experian 2015, AECOM)
- Caterham and Oxted are the two key towns in the district and serve as the main retail centres with Redhill, Crawley and Croydon offering a wider choice of shops and services for Tandridge residents. Other key settlements of note which serve the day to day needs of the community include Lingfield and Smallfield in the south, and Godstone which is located at Junction 6 of the M25.
- The M25 runs east to west through the District and the M23 runs from north to south along the western edge. The A25 runs parallel, but slightly south of the M25 and the A22 runs north to south through the centre of the district.
- There are 11 railway stations located in Tandridge, services into London traverse the north to south line, with the Reading to Tonbridge line, via Redhill, flowing east to west. A number of aviation operations surround Tandridge, with Biggin Hill and Kenley north of the district and Redhill Aerodrome and Gatwick Airport on the western border.
- There are two Areas of Outstanding Natural Beauty (AONB) in the district; Surrey Hills in the north and High Weald in the south-east.
- The district has lost approximately 11% of its employment premises to housing through permitted development rights, but there is a need to re-provide this stock to cater for future needs. The Council could explore Article 4 Direction which remove permitted development rights and / or include conditions on planning permissions which remove the permitted development rights, where this can be justified.

Vision

The draft vision for Tandridge as included in the Local Plan Issues and Approaches document (page 28) is as follows:

The people of Tandridge will enjoy a high quality of life in a friendly and caring community. Homes, jobs and leisure facilities will be available, accessible, and offer security and comfort to a mixture of people in terms of age, household and culture. Our District will be a place with green and open spaces to

support the health and wellbeing of the community. Our successful towns and local centres will be accessible and provide for the needs of residents, businesses and visitors. Places of work and the economy will be prosperous and vibrant. Working with partners, the road network will be improved and the use of sustainable public transport encouraged lessening congestion. Design will have played a key role in ensuring the District remains pleasant, safe and secure, making the most of historic assets and regenerating areas for the benefit of all.

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Economic and Employment				
Scale of Employment Growth	<p>9,260 additional jobs (2013 and 2031).</p> <p>Maximum <i>increase</i> of 14,522 sq.m of B1 (office space) (Low 1,080/ medium 7,522/ high 14,522)</p> <p>Maximum <i>decrease</i> of 7.9ha less B2/B8 (industrial/warehousing) (low -7.9/ medium -7.1 / high -6.5).</p> <p>The adopted Core Strategy (2008) notes that the local economy of the District is inextricably linked to the wider region and</p>	<p>GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.</p>	<p>The Core Strategy recognises that the district supports a high level of out commuting to London and the wider area.</p> <p>Furthermore, whilst there is a net overall increase in jobs and space required, there is currently an overprovision of B2/B8 workspace.</p> <p>The Economic Needs Assessment (page XVI) notes there is a need for the Council to monitor changes of employment land to</p>	<p>SHMA 2015 - The Objectively Assessed Housing Needs of Tandridge Page 7</p> <p>Our Local Plan Issues and Approaches Page 31</p> <p>Tandridge Economic Needs Assessment (2015)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	to London. It further states that it can be considered a paradox given the high economic activity rate (90.4%) with very low levels of unemployment but equally an extremely low job density and a high level of out-commuting.		ensure that sufficient land is available for economic growth. A healthy level of employment land, especially office floorspace has been lost to PDR.	Tandridge Core Strategy (2008) Chapter 18, page 50
Knowledge-based Growth	No specific policy approach towards knowledge based growth is identified in the adopted Core Strategy (2008) or Tandridge Local Plan Part 2 Detailed Policies (2014).	GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.	<p>There are some 30,300 jobs located in Tandridge District. The most important sectors in terms of employment are: health; education; construction; retail; and business administration and support services. Together, these five sectors account for over half of all employment in Tandridge.</p> <p>Unless there is an economic policy change there is a weak link between Tandridge and the surrounding areas employment sectors as their key sectors, particularly within the Surrey</p>	<p>Functional Economic Area Topic Paper October 2015 Page 3</p> <p>Tandridge Core Strategy (2008) – Chapter 18 Page 50 -51</p> <p>Our Local Plan Issues and Approaches – Page 13</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>Authorities, are 'information & communication businesses' and 'professional, scientific & technical activities'. These are generally perceived as 'high-growth' sectors and within Tandridge they are below the county average.</p> <p>The Our Local Plan Issues and Approaches document in working towards the new Local Plan identifies that there is no key growth sector in the district.</p>	
Other Employment	<p>No specific policy approach towards other employment is identified in the adopted Core Strategy (2008) or Tandridge Local Plan Part 2 Detailed Policies (2014). It is addressed under Policy CSP 22 The Economy.</p> <p>No specific policy is identified for rural employment under the rural strategy of the adopted Core Strategy.</p>	<p>In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of</p>	<p>The adopted Core Strategy sets out to promote a sustainable economy, including the objective to make the best use of existing commercial and industrial sites, alongside support for home working and commercial use of buildings in the Green Belt.</p>	<p>Tandridge Core Strategy (2008) Chapter 18 Page 50 -51</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>knowledge based industries can prosper.</p>	<p>The regeneration of sites in the town centres of Oxted and Caterham is identified in the adopted Core Strategy (see below), which are considered important for new employment opportunities.</p> <p>The emerging Local Plan will identify strategic employment land.</p>	
Skills Attainment	<p>No specific policy approach to skills attainment is identified in the adopted Core Strategy (2008) or Tandridge Local Plan Part 2 Detailed Policies (2014).</p>	<p>5. Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond.</p> <p>6. GDI will retain and promote its long</p>	<p>18% of business in the district reported that they had experienced barriers with regard to staffing and staff skills. The proportion was significantly higher among Public/Social/Education/Health businesses and establishments with 40% experiencing problems related to staffing/staff skills and the greatest</p>	<p>Tandridge Economic Development and Business Study, June 2014 Page 92</p> <p>Our Local Plan Issues and Approaches Page 24</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>term aim to secure a university centre.</p>	<p>difficulty is the inability to recruit suitably skilled staff (27%).</p> <p>As part of work towards the new Local Plan, the Local Plan Issues and Approaches identifies one of the economy objectives is to provide an opportunity for people to have the skills necessary to stay within the district and reduce the amount of out-commuting</p>	
Primary Locations	<p>The adopted Core Strategy designates a number of Strategic Employment Sites at Lambs Business Park and Hobbs Industrial Estate under Policy CSP22. The other main employment centres are at Whyteleafe and Hurst Green, whilst in recent years the conversion of farm buildings to business use has increased the supply in the rural areas.</p> <p>In addition, a number of regeneration</p>	<p>4. In the short and medium term, the primary focus for new business development will be the areas around Crawley and Gatwick, reflecting their existing strength as a business location</p>	<p>The Core Strategy outlines a policy approach that seeks to make the best use of existing employment sites and designates Lambs Business Park and Hobbs Industrial Estate as 'Strategic Employment Sites'.</p> <p>The Economic Needs Assessment (ENA) recommends that all existing employment sites in</p>	<p>Tandridge Core Strategy (2008) Chapter 18 Policy CSP22</p> <p>Tandridge Economic Development and Business Study, June 2014 Pages 18-22</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>opportunities are identified for the town centre sites, including the Oxted gas holder redevelopment and in Caterham, the Rose and Young site (Core Strategy Policy CSP23).</p>	<p>and the potential for attracting growth to this location.</p> <p>5. Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.</p>	<p>Tandridge should be retained. Further, the ENA identifies that a variety of existing employment sites in the district should be recognised through new policies to ensure the most important and strategic sites are given necessary protection. The district has lost approximately 11% of its employment premises to housing through permitted development rights but there is a need to re-provide this stock to cater for future needs.</p>	<p>Our Local Plan Issues and Approaches Page 41</p>
<p>Business Development Locations</p>	<p>The Core Strategy identifies the primary employment locations but also recognises that both Oxted and Caterham have sites that present opportunities for redevelopment.</p>	<p>In established employment areas, coordinated local policies will seek to secure regeneration and improvement to</p>	<p>The Economic Needs Assessment outlines an approach based on: Safeguarding and strengthening existing office space within Oxted and Caterham, and the local</p>	<p>Tandridge Core Strategy (2008) Chapter 18 Policy CSP22 Tandridge Economic</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>	<p>centres.</p> <p>Safeguard Godstone Road Business Centre, Snowhill Business Centre, and Brewer Street Business Park to retain existing B1 uses.</p> <p>Continued protection of Strategic Employment Sites - Hobbs Industrial Estate and Lambs Business Park.</p> <p>The Economic Needs Assessment also suggested the following should be allocated as Strategic Employment Sites: Westerham Road Industrial Site; Redhill Aerodrome; Cophall Farm; Bridges Wood Church Lane; Godstone Road Business Centre; Paddock Barn Farm; Brewer Street Business Park; and Surrey County Council</p>	<p>Needs Assessment (2015) Page xiv</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>Depot.</p> <p>Tandridge sits in a wider economic area which includes Croydon, Reigate and Banstead, Crawley, Mid Sussex and Sevenoaks. The Council further recognises less pronounced links with Bromley and Wealden and these will be explored through commitments of the Duty to Cooperate.</p>	
Population Levels and Change	<p>Population between 16 and state pension increase by 16,220 (2013- 2033)</p> <p>65+ an increase of 9,825 (59%) to 26,470 (2013-2033).</p>	No specific LSS target	No comment to date.	SHMA 2015 - The Objectively Assessed Housing Needs of Tandridge Page 26

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Net increase in working age of 14,885 over that period.			
Household Growth	<p>2,542 net additions 1 April 2006 to 31 March 2016, which equates to an average of 254 dwellings per annum over the period.</p> <p>316 in net additions in 15/16 – the highest number since 06/07 and an increase of 174 on the previous year, which at 142 represented the second lowest net increase of the last 10 years.</p>	No specific LSS target	No comment to date.	Tandridge District: Statement of five year housing land supply at 1 April 2016 Page 4
Housing Need (OAN)	<p>9,400 dwellings across the 20-year plan period (2013-2033) – (untested target)</p> <p>470 homes a year (untested target)</p>	To assist in developing local strategies for housing, GDAs will work together to establish a common understanding of locally generated housing needs so as to	These “targets” are untested and subject to being considered against constraints as the evidence is considered and the new Local Plan is progressed.	<p>Our Local Plan Issues and Approaches Page 31</p> <p>Objectively Assessed Need Paper SHMA 2015 - The Objectively Assessed</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>provide a sound basis for strategic decisions; and</p> <p>GDLAs will work together to consider and agree how locally generated housing needs can best be met</p>		Housing Needs of Tandridge Page 8
Housing Supply/Delivery ¹	<p>Identified supply of 1,303 dwellings for the next 5 years.</p> <ul style="list-style-type: none"> Identified large sites of 10 or more dwellings net on sites of 0.4ha and above: 802 Identified medium sites of 10 or 	<p>The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the</p>	<p>In 2011, 34,741 household spaces were identified in Tandridge, an increase of around 7% from the 32,404 household spaces recorded in 2001.</p> <p>The majority of this growth has been driven by an increase in</p>	<p>Tandridge District: Statement of five year housing land supply at 1 April 2016 Page 4 HEELA</p>

¹ It is recognised that the evidence provided to underpin this LSS represents a point in time. Any update to this LSS will need to have regard to Tandridge District Councils adopted strategy for its Local Plan, which includes the intention to allocate and make provision for a Garden Village. Such a scale of development will need to be recognised by the future LSS and its relevance to the wider Gatwick Diamond initiative. At the point of preparing the LSS, no location had been identified by the Council and there was insufficient evidence to inform the LSS

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>more dwellings net on sites below 0.4ha: 182</p> <ul style="list-style-type: none"> • Identified smaller sites of 5-9 dwellings net: 89 • Planning permissions on sites of 1-4 dwellings net total capacity on all sites: 168 • Windfall for years 4 and 5: 62 <p>Two sites were considered suitable for traveller accommodation, which could collectively deliver up to 31 plots (25 net plots) should they be allocated for such use in the Local Plan.</p>	<p>need to provide affordable housing for those who cannot readily access the general housing market and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.</p>	<p>flats, and to a lesser extent, terraced property. The District is characterised by a high proportion of detached stock. In 2011, 37% of household spaces in Tandridge were detached, compared to the national rate of 22%.</p>	<p>Page 31</p> <p>SHMA 2015 - Addressing the Needs of All Household Types Page 2</p>
Locations of Housing	<p>The Core Strategy spatial strategy is set out in Policy CSP1 (Location of Development).</p> <p>Core Strategy CSP2 is concerned with housing provision.</p>	<p>The focus for new housing will be the developments already planned at Crawley, Horley and Horsham, in</p>	<p>The adopted Core Strategy sets the housing provision for the period 2006-2026. It identifies that the SHLAA will identify sites to inform a Site Allocations DPD.</p>	<p>Tandridge Core Strategy (2008) – Chapter 6 and 7, Policy CSP1 and CSP2.</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	The influence of the Green Belt in the District is recognised as a major constraint.	the existing urban areas and at other accessible locations around the Diamond.	Work is progressing towards the new Local Plan although this is at an early stage, with a number of options identified in the Our Local Plan Issues and Approaches document. Housing locations will be established as part of the plan making process.	Our Local Plan Issues and Approaches Chapter 11
Types of Housing	<p>Net need for 456 affordable homes per annum over the next five years, in order to clear the existing backlog. Approximately three quarters of need over the next five years relating to property with two bedrooms or fewer.</p> <p>Additional 284 affordable homes annually for the remainder of the plan period.</p>	The mix of housing tenures and housing types will be determined locally but, whilst meeting a wide range of needs across the housing market, will take into account the need to provide affordable housing for those who cannot readily access the general housing market	<p>Shared ownership products are therefore expected to play only a limited role in meeting the needs of households in Tandridge, although it does lower the income required to access some larger properties in the District.</p> <p>The ability to deliver shared ownership products will be highly dependent on the final delivery strategy of the Local Plan.</p>	SHMA 2015 - Affordable Housing Needs Assessment

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>and the need to provide market housing of a type which meets the needs and expectations of an increasingly skilled workforce.</p>		
<p>Retail and Leisure (Town Centres)</p>	<p>The adopted Core Strategy via Policy CSP23 seeks to protect all retail centres in the District including Caterham Valley, Oxted and all other Local Centres.</p> <p>It also sets out the Council should actively pursue the redevelopment of the Oxted Gasholder site, and the Rose and Young site in Caterham.</p> <p>Additionally, the adopted Plan policy sets out a hierarchy of centres:</p> <ol style="list-style-type: none"> 1. Caterham Valley and Oxted 2. Warlingham and Lingfield 	<p>The GDLA's will promote the individual character of its towns and villages, looking to protect their individual character and retain the diversity of places in which people can live and work</p>	<p>The Council's existing plan policy seeks to protect and enhance its centres to maintain their role as local service centres providing key services for the local population, particularly its day to day needs.</p> <p>The strategy is not about promoting significant growth or additional retailing which would be inconsistent with their role and physical capacity.</p> <p>The Council's Retail and Leisure evidence base (2015) concludes</p>	<p>Tandridge Core Strategy (2008) Chapter 19 Pages 52-54</p> <p>Our Local Plan Issues and Approaches Chapter 12</p> <p>Tandridge Retail and Leisure Study (2015)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	3. Caterham Hill 4. Whyteleafe 5. Other local centres and villages A Retail and Leisure Study of the District was undertaken in September 2015.		that the current policy approach is broadly appropriate for planning for retail and leisure until 2033.	
Highways Infrastructure	<p>Chapter 10 of the adopted Core Strategy outlines the Council's approach to managing travel demand. It states that the Council will support the enhancement and better management of the regional transport spokes of the M23/A23 corridor, M25/A25/Redhill to Tonbridge line corridor, and the A264. This is endorsed in Policy CSP12.</p> <p>The Surrey Local Transport Plan, and specifically the Tandridge District Forward Programme (2014), identifies a number of</p>	<p>At a strategic level, transport policies will be focused with the aim of securing:</p> <ul style="list-style-type: none"> investment in sustainable transport to, between and within the two regional hubs; enhanced rail connectivity and 	<p>Surrey County Council commissioned a Surrey Infrastructure Study (SIS) that considers all infrastructure required based on forecasted housing and employment sites across the County up to 2030. Informed by a similar study commissioned for West Sussex County Council into the Gatwick Diamond Infrastructure Study (GDIS).</p>	<p>Tandridge Core Strategy (2008) Chapter 10 Page 32-34</p> <p>Surrey Local Transport Plan, Tandridge Local Transport Strategy and Forward Programme (2014)</p> <p>Our Local Plan Issues and Approaches</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>major investment schemes focused on:</p> <ul style="list-style-type: none"> • A23'/M23 Hooley interchange Junction improvement. • A23 route management programme (north of the M25) • A22 Corridor - The package will improve flows along the A22 including Wapses Lodge roundabout. It will include junction improvements and better footways and cycle paths. The scheme is linked to the redevelopment of the Rose and Young site in Caterham. • A25 Corridor - A package of transport measures to manage congestion along the corridor including Redhill to Godstone. The package includes junction remodelling and improved pedestrian crossings. 	<p>reliability to London;</p> <ul style="list-style-type: none"> • public transport connectivity to Gatwick and the main urban areas; • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 	<p>The Tandridge Local Transport Strategy sets out the identified priorities for highways improvements in the District.</p>	<p>Page 63</p> <p>Infrastructure Delivery Plan</p> <p>Parts 1 & 2</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Sustainable Transport (Rail, Bus)	<p>Chapter 10 of the adopted Core Strategy outlines the Council's approach to managing travel demand. It states that the Council will support the enhancement and better management of the regional transport spokes, to include enhanced public transport provision.</p> <p>The Plan outlines support for the Uckfield and East Grinstead Lines Community Rail Partnership, which aims to develop responsive and good quality rail services, to reduce car use in this rural area.</p> <p>The Surrey Local Transport Plan through the Tandridge District Forward Programme (2014), identifies a number of district wide priorities, including the improvements to the bus network, alongside long term major projects including reinstatement of the</p>	<p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p>	<p>The Tandridge Local Transport Strategy identifies a number of funding priorities, many of which are identified as major projects for the long term, particularly in relation to new rail services and increased capacity. The costs for these projects have yet to be finalised.</p>	<p>Tandridge Core Strategy (2008) Chapter 10 Page 32-34</p> <p>Surrey Local Transport Plan, Tandridge Local Transport Strategy and Forward Programme (2014)</p> <p>Coast to Capital SEP – Page 25</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Lewes-Uckfield Line, and the Crowhurst Chord, and the reintroduction of a rail service between Kent and Gatwick Airport.			
Superfast Broadband	<p>The Broadband Delivery UK (BDUK)/ Surrey County Council (SCC) roll-out under the Superfast Surrey project is currently underway with the target to get a minimum of 15mbps availability to 99.7% of Surrey's premises. The remaining 0.3% is likely to need alternative solutions to the Fibre to the Cabinet (FTTC).</p> <p>Superfast Surrey is claiming that an additional 20,281 homes and commercial premises in Tandridge will be able to access fibre superfast broadband as part of the BDUK/SCC roll-out.</p> <p>Until OpenReach completes all the local surveys the exact extent of superfast availability will be unknown within the District. Current estimates indicate that the</p>	Partners in the GDI will continue to work with providers to extend and improve superfast broadband.	<p>Ultrafast broadband connections across Caterham funded by £0.163 million of Growing Places funding, will enable the town to create a strategic resource and has encouraged an innovative development that could be a model for others to adopt. However, private provision has reduced the need for public investment and as such the Council has not drawn down this funding. It is considering alternative uses/locations.</p>	<p>Coast to Capital SEP Page 24</p> <p>Tandridge Economic Development and Business Study, June 2014 Page 30</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	99.7% aspiration may fall through practical and technical barriers.			
Gatwick Airport	The adopted Core Strategy via Policy CSP16 (Aviation Development) outlines that the Council will seek to minimise the impact of Gatwick Airport up to the agreed limits.	<p>Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the environmental impacts.</p> <p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs</p>	<p>The Council will seek to minimise the impact of Gatwick Airport by working with BAA Gatwick, Crawley Borough Council and adjoining local authorities on the development of the Airport up to the projected 45m passengers per annum within the agreed limits of a single runway/two terminal airport.</p> <p>Core Strategy Policy CSP16 notes that new off-airport parking and extensions to existing sites will be considered in the light of Green Belt policy and the need to minimise the use of the private car to travel to the Airport.</p>	<p>Tandridge Core Strategy (2008) Policy CSP 16</p> <p>Airports Commission's Consultation on Shortlisted Options for a New Runway Tandridge District Council's Response</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>of business users as well as those of the wider tourist market.</p> <p>As directed by national policies, land for a possible second runway will continue to be safeguarded until a full analysis of the issues at both a national and local level has been completed and new government policies are in place.</p>	<p>The Council will oppose any expansion beyond the agreed limits for Gatwick that would adversely affect communities in Tandridge by way of aircraft noise or reduced air quality.</p>	
Green Belt	<p>No specific policy is identified in the adopted Core Strategy.</p> <p>Policy DP10 of the Tandridge Local Plan</p>	<p>The GDLAs will look to safeguard and enhance the intrinsic character of the countryside,</p>	<p>While the Core Strategy does not have a policy specifically for the Green Belt, Core Strategy Policy CSP1 (Location of Development) is</p>	<p>Tandridge Local Plan Part 2: Detailed Policies (2014) Policy DP10</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Part 2: Detailed Policies provides specific policy on Green Belt.	maintaining the opportunities it provides for employment, recreation and renewable energy.	<p>clear that the Council does not wish to see Green Belt boundaries change unless it was not possible to find sufficient land to deliver current and future housing allocations. The policy also explains that development would be directed to urban areas and larger rural settlements outside of the Green Belt, whilst only infill development within Defined Villages in the Green Belt would be supported.</p> <p>Policy DP10 of the Part 2 Detailed Policies Plan provides detail on Green Belt.</p> <p>Green Belt covers the majority of Tandridge District, c94% (the largest proportion of any local authority in the country), large</p>	<p>Green Belt Assessment (2015)</p> <p>Coast to Capital SEP Page 24/25</p> <p>Our Local Plan Issues and Approaches Page 60</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>influence on how the District develops.</p> <p>The Green Belt represents a constraint to the Council's ability to meet development needs.</p> <p>The Council are carrying out an assessment of the Green Belt in the District to inform the preparation of the emerging Local Plan.</p>	
South Downs National Park	Not applicable	Not applicable	Not applicable	Not applicable
Area of Outstanding Natural Beauty	The adopted Core Strategy Policy CSP 20 is concerned with Areas of Outstanding Natural Beauty. It requires important viewpoints out of and into the AONB to be enhanced and conserved, prominent locations on skylines and slopes to be	The GDLAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it	The adopted Core Strategy through Policy CSP20 and also CSP21 provides the appropriate policy framework for the AONB and the natural environment.	Tandridge Core Strategy (2008) Policy CSP 20 Surrey Hills AONB Management Plan

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>protected. The policy retains the buffer around the Surrey Hills AONB, known as the Area of Great Landscape Value (AGLV), until the review of the AONB boundary which will be undertaken by Natural England.</p> <p>In addition, adopted Core Strategy Policy CSP 21 (Landscape and Countryside) recognises that the natural environment should be conserved and enhanced.</p> <p>The AONB is considered in the Spatial Approaches Topic Paper, and the Issues & Approaches document of the emerging Local Plan.</p>	<p>provides for employment, recreation and renewable energy.</p> <p>Greenfield development and loss of countryside will be kept to a minimum.</p>	<p>The Issues and Approaches document of the emerging Local Plan outlines that both policies will be retained.</p> <p>A Management Plan 2015-2019 sets out specific land use policies and encourages the conservation and enhancement of Surrey Hills AONB.</p> <p>To the south east corner of the District sits the High Weald AONB. The High Weald AONB Management Plan 2014-2019 sets out specific land use policies and encourages the conservation and enhancement of the AONB.</p> <p>A Landscape Character Assessment (2015) has also been carried out by Surrey County</p>	<p>High Weald AONB Management Plan 2014-2019</p> <p>Our Local Plan Issues and Approaches Chapter 12.4</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
			<p>Council, to further the understanding of the land types, geology, and field patterns etc. across the County and to ensure that the review of the AONB is comprehensive and informed by context. The review of the Surrey Hills AONB continues to be supported by Natural England, but no firm date for when it will take place has been given.</p>	
Green Infrastructure Plans	<p>No specific policy identified in the Cote Strategy although Policy DP19 of the adopted Tandridge Local Plan Part 2: Detailed Policies sets the policy context.</p>	<p>The GDLAs will look to safeguard and enhance the intrinsic character of the countryside, maintaining the opportunities it provides for employment, recreation and renewable energy.</p>	<p>The Council takes a strategic approach to the protection and enhancement of the District's GI, as evidenced in Policy DP19 of the adopted Part 2: Detailed Policies plan.</p>	<p>Tandridge Local Plan Part 2: Detailed Policies (2014) Policy DP19</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		<p>Greenfield development and loss of countryside will be kept to a minimum.</p> <p>As part of joint working at a district level, the GDAs will develop work already done into a green infrastructure plan for the Gatwick Diamond.</p>		
Low Carbon Energy	Adopted Core Strategy Policy CSP14 (Sustainable Construction) sets out that the Council will encourage all residential development to meet Code level 3 as set out in the Code for Sustainable Homes (now deleted).	GDAs will develop and maintain strategies for securing more sustainable forms of development and a more efficient low carbon economy.	The adopted Core Strategy via Policy CSP14 seeks to promote sustainable construction, with targets for carbon reduction depending on the scale of development.	Tandridge Core Strategy (2008) Policy CSP14 Our Local Plan Issues and Approaches Chapter 12.3

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Policy CSP14 requires dwellings of 1-9 units to reach a 10% saving in Carbon Dioxide emission through the provision of renewable energy technologies, dwellings of 10 + units to reach a 20% saving and commercial units of 500m2 + to reach a 10% saving. Policy CSP14 also requires development over 5000 sq. m to incorporate combined heat and power or similar technology.</p> <p>Further, small scale renewable energy projects will be permitted except where there are overriding constraints.</p>		<p>Environmental design and design in general remains an objective and consideration for the emerging Local Plan, and is subject to further detail as the plan is prepared. This is confirmed in the Council document, Our Local Plan: Issues and Approaches.</p>	
Carbon Emissions	See above.	<p>GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.</p>	See above.	<p>Tandridge Core Strategy (2008) Policy CSP14</p> <p>Our Local Plan Issues and Approaches Chapter 12.3</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
De-centralised Energy Networks	No specific policy identified in the adopted Core Strategy. Reference to CHP and similar via Policy CSP14.	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.	No specific comment to date.	

Community Infrastructure Levy

The Council adopted the Community Infrastructure Levy (CIL) on 24 July 2014 and the Levy came into effect on 1 December 2014. The charging schedule is:

- **All residential development - £120** (Excluding Sheltered / Retirement Housing and Extra Care accommodation which are defined as grouped units, usually flats, specially designed or designated for older people encompassing communal non-saleable facilities over 25% Gross floorspace.)
- **Convenience retail, including convenience based supermarkets and superstores - £100** (Superstores/supermarkets are shopping destinations in their own right where weekly food shopping needs are met and which can also include non-food floorspace as part of the overall mix of the unit.)
- **Comparison retail - Nil**

- **Offices - Nil**
- **All other uses - Nil**

Capital Funding Commitments

The District is identified as one of four forming the East Surrey M25 Corridor which is the most economically dynamic area in Coast to Capital area and considered important to the success of the wider LEP.

Oxted and Caterham are specifically identified in the Strategic Economic Plan (March 2014) as the focus for a package of measures to bring forward the redevelopment of a number of town centre sites.

Oxted Gas Holder Site Redevelopment

The focus for the re-development of a long derelict core town-centre site, adjacent the main line station. It is anticipated to help unlock circa 17,250 sq. m of floorspace, with the potential to support over 1,300 jobs.

Local Growth Fund: £0.25 million

Contributions: £1.30 million

Total: £1.55 million

Caterham Enhancement Package

Commitment to another long derelict site, which offers the potential to provide 40 jobs, 60 homes and 8,750 sq. m of new floorspace.

Local Growth Fund: £0.15 million

Contributions: Nil

Total: £0.15 million

3.7 SURREY COUNTY

Spatial Portrait

- Changing birth rates and people moving into Surrey means that 13,000 more school places are expected to be needed by 2020.
- Surrey's population is increasing and is ageing - by 2020, it is estimated that older people will make up 20% of the population, increasing demand on health and social care services.
- Surrey's economy expanded by 17% between 2009 and 2013, but there are critical challenges: roads are congested; employers struggle to attract staff with the right skills; and there is limited affordable housing.

Our strategic goals are:

1. Wellbeing

Everyone in Surrey has a great start to life and can live and age well.

To support this goal in 2015/16 we will:

- Provide over 2,800 additional school places for the September 2015 school year
- Improve outcomes for children in need
- Support 750 families through the Surrey Family Support Programme
- Help older and disabled people to live independently at home

- Support a healthy living approach

2. Economic prosperity

Surrey's economy remains strong and sustainable.

To support this goal in 2015/16 we will:

- Support young people to participate in education, training or employment
- Ensure more than 50% of council spending is with Surrey businesses
- Improve and renew 70kms of roads
- Increase waste recycling and reduce the amount produced and sent to landfill
- Support a £50m plus infrastructure investment programme

3. Resident experience

Residents in Surrey experience public services that are easy to use, responsive and value for money.

To support this goal in 2015/16 we will:

- Collaborate with partners to transform services for residents
- Use digital technology to improve services for residents
- Invest in flood and maintenance schemes

- Work with partners to tackle issues that make residents less safe
- Deliver £62m savings

The local authorities of Mole Valley, Reigate & Banstead, and Tandridge, together with Epsom & Ewell comprise the authorities of East Surrey, and the Gatwick Diamond.

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Economic and Employment				
Scale of Employment Growth	<p>Surrey's economy expanded by 17% between 2009 and 2013,</p> <p>Economic growth is dependent upon ongoing investment in infrastructure to support economic activities, and a well serviced housing stock to ensure a growing workforce can be accommodated.</p> <p>Economic objectives</p>	<p>GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.</p>	<p>The East Surrey Economic Proposition recognises that the area forms part of the most successful economic region in the country.</p> <p>It sets out to deliver this through investment in:</p> <ol style="list-style-type: none"> 1. Improve and increase employment space 2. Invest in strategic 	<p>Surrey Infrastructure Study – January 2016</p> <p>East Surrey Economic Proposition (2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<ul style="list-style-type: none"> • Support young people to participate in education, training or employment • Ensure more than 50% of council spending is with Surrey businesses • Improve and renew 70kms of roads • Support a £50m plus infrastructure investment programme <p>Surrey is located within the boundaries of two Local Enterprise Partnerships (LEPs) - Enterprise M3 (EM3) LEP and Coast to Capital (C2C) LEP. The latter is relevant to the Gatwick Diamond authorities.</p>		<p>infrastructure</p> <p>3. Regenerate town centres</p> <p>4. Digital</p> <p>5. Providing business support</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Coast to Capital LEP increasingly sees future growth focused on service industries, where 80% of the area's economy is focused.</p> <p>To meet its targets, the LEP is focusing on key sectors to improve the digital economy, enhance the environmental resilience to open up new land for development and enhance educational facilities and research centres.</p> <p>There is a strong workforce skills profile on average highly skilled occupations make up 53% of occupations in 2014</p>			

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>Surrey has a highly skilled and diverse occupational base meaning disposable income and in turn quality of life is generally high. However, there are areas of Surrey which lag behind the rest of the County in this respect.</p>			
Knowledge-based Growth	See above	<p>In established employment areas, coordinated local policies will seek to secure regeneration and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper.</p>	<p>The promotion of a digital sector is endorsed in the East Surrey Economic Proposition.</p>	<p>Surrey Infrastructure Study – January 2016 East Surrey Economic Proposition (2016)</p>
Other Employment	See above	<p>Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of</p>	<p>The regeneration of a number of key towns is considered a core priority, to support the growth of the economy</p>	<p>Surrey Infrastructure Study – January 2016 East Surrey Economic Proposition (2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		opportunity which exists.	and a diversification of employment in Redhill, Oxted, Leatherhead, Dorking, Caterham and Epsom.	
Skills Attainment	See above	<p>Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond.</p> <p>GDI will retain and promote its long term aim to secure a university centre.</p>	<p>The East Surrey Economic Proposition identifies business support as a key priority. It seeks to work with businesses to identify growth aspirations and current and future skills requirements. This includes working with education providers to ensure skills demands are being met for existing businesses and growth sectors.</p>	<p>Surrey Infrastructure Study – January 2016</p> <p>East Surrey Economic Proposition (2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Primary Locations	N/A	N/A	N/A	N/A
Business Development Locations	N/A	N/A	Investment in new business locations is a priority of the East Surrey Economic Proposition. It specifically identifies a new strategic employment site to the north of Gatwick Airport, and improvements to existing business parks.	East Surrey Economic Proposition (2016)
People, Places & Communities				
Population Levels and Change	Estimates stated 1.16m lived in Surrey in 2014 – this is projected to increase to 1.37m by 2037. In 2014 18% were older people with 62% working	N/A	N/A	Surrey – 2014 population data

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>age and 20% children. By 2037 this is projected to change to 25% older people, 57% working age and 18% children.</p> <p>More people move to Surrey each year than leave it. In 2014 66,700 moved in and 61,200 moved out – net 5,500.</p>			
Household Growth	<p>Surrey authorities are planning to accommodate housing and economic growth over the 15 year period to 2030 delivering on average 3,137 dwellings per year. This compares to completions of 2,495 dwellings per year across Surrey from 2010 to 2014.</p>	N/A	N/A	Surrey Infrastructure Study – January 2016

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	47,053 dwellings are expected between 2015 and 2030 with an associated population increase of 60,991 people (an increase of 5%).			
Housing Need (OAN)	N/A	N/A	N/A	N/A
Housing Supply/Delivery	N/A	N/A	N/A	N/A
Locations of Housing	N/A	N/A	N/A	N/A
Types of Housing	N/A	N/A	N/A	N/A
Retail and Leisure (Town Centres)	N/A	N/A	N/A	N/A
Transport and Communications				
Highways Infrastructure	Surrey's motorways carry 80 percent more traffic than the average for the South East region and the A roads 66 percent more traffic than the national average. This has led to many of the roads already operating at	At a strategic level, transport policies will be focused with the aim of securing: <ul style="list-style-type: none"> • investment in sustainable transport to, between and within the two regional hubs; • enhanced rail connectivity and 	The Surrey Transport Plan 2011-2026 (LTP3) identifies a number of key priorities, including improvements to junction 9, M25 together with highways improvements to the	Surrey Infrastructure Study – January 2016 East Surrey Economic Proposition (2016) Surrey Transport Plan 2011-2026 (2016)

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>capacity.</p> <p>The main road network of East Surrey is recognised to be overcrowded, with major works planned for a number of routes to improve connectivity and increase capacity. Funding commitments are identified for the following schemes:</p> <ul style="list-style-type: none"> • Junction 9, M5 improvements to facilitate growth in Leatherhead. • A23 corridor improvements/M23 Hooley interchange. • A series of interventions along the A217 to 	<p>reliability to London;</p> <ul style="list-style-type: none"> • public transport connectivity to Gatwick and the main urban areas; • enhancement to the operation of the road network providing strategic access to Gatwick; and • no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 	<p>A22, A23 and A217.</p> <p>The LTP Forward Programme outlines local highways improvements focused on Reigate, Redhill, Horley and Leatherhead.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>relieve traffic congestion.</p> <ul style="list-style-type: none"> • A22 transport corridor improvements. • Urban area local mitigation measures to improve journey times and traffic flows in order to facilitate growth at Redhill, Horley, Leatherhead and Reigate 			
Sustainable Transport (Rail, Bus)	<p>Surrey has some of the most overcrowded train journeys in England and Wales. Not all parts of Surrey are well served by rail. Some towns have no direct connections to London and some rail connections to Heathrow and Gatwick airports are unsatisfactory.</p> <p>The Surrey Rail Strategy</p>	<p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p>	<p>LTP3 outlines a number of specific aims to improve public transport access across East Surrey, via rail, bus to address traffic growth, and promotes walking and cycling initiatives.</p>	<p>Surrey Infrastructure Study – January 2016</p> <p>East Surrey Economic Proposition (2016)</p> <p>Surrey Transport Plan 2011-2026 (February 2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>presents capacity improvements which include electrification of, and train lengthening on the North Downs Line and Brighton Main Line junction improvements, which would improve the orbital services across Surrey, and reinstatement on key routes from East Surrey into Kent and East Sussex, alongside improved network connectivity between the business hubs, and increased capacity along key routes.</p> <p>A number of sustainable transport packages are identified as commitments for Redhill, Reigate, Dorking and Epsom.</p>			

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Superfast Broadband	<p>In 2012, SCC signed a multi-million contract with BT to build on the existing and planned commercial rollouts of the fibre broadband network in order to address the issue of premises in Surrey without any fibre broadband provision.</p> <p>The key aims of the programme were to enable:</p> <ul style="list-style-type: none"> • Of those premises identified in 2012 as not having or not planned to have access to fibre broadband, at least 98.6% of those premises were to be connected to the fibre network. • 93.9% of premises 	Partners in the GDI will continue to work with providers to extend and improve superfast broadband.	<p>The East Surrey Economic Proposition seeks to ensure that East Surrey has virtually 100% superfast (>30Mbps) connectivity and ultrafast (>100Mbps) is available at all key business locations. Alongside this, it aims to ensure businesses are equipped to take advantage of and exploit the digital revolution.</p> <p>The Council will deliver a £15m programme, in conjunction with commercial roll out, to</p>	<p>Surrey Infrastructure Study – January 2016</p> <p>East Surrey Economic Proposition (2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>connected to the fibre network as part of the Superfast Surrey project to be able to access minimum download speeds of 15Mbps.</p> <ul style="list-style-type: none"> In the past two years, more than 84,000 premises, have been covered. <p>Currently undertaking an Open Market Review (OMR) to identify all Surrey premises that are still unable to access Next Generation Access (NGA) broadband download speeds of 15mbps or above with a view to defining the legal baseline of a potential new intervention area.</p>		<p>give 95% of residents the option to buy superfast broadband connection.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
<p>Gatwick Airport</p>	<p>Heathrow and Gatwick airports are vital to Surrey's economy and convenient and efficient access is essential Improved road and rail access would increase Surrey's attractiveness as a business location.</p> <p>Over 80% of passengers to both airports travel by car (private, rented or taxi), as do most employees at the airports coming from Surrey.</p>	<p>Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the environmental impacts.</p> <p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>As directed by national policies, land for a possible second runway will continue to be safeguarded until a full analysis</p>	<p>Policies and initiatives promoted at the relevant local authority level.</p>	<p>Surrey Infrastructure Study – January 2016</p> <p>Surrey Transport Plan 2011-2026 (February 2016)</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		of the issues at both a national and local level has been completed and new government policies are in place.		
Countryside and Landscape				
Green Belt	N/A	N/A	N/A	N/A
South Downs National Park	N/A	N/A	N/A	N/A
Area of Outstanding Natural Beauty	N/A	N/A	N/A	N/A
Green Infrastructure Plans	N/A	N/A	N/A	N/A
Low Carbon Economy				
Low Carbon Energy	N/A	GDLAs will develop and maintain strategies for securing more sustainable forms of development and a more efficient low carbon economy.	Policies and initiatives promoted at the relevant local authority level.	N/A
Carbon Emissions	N/A	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.	Policies and initiatives promoted at the relevant local authority level.	N/A

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
De-centralised Energy Networks	N/A	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.	Policies and initiatives promoted at the relevant local authority level.	N/A

Community Infrastructure Levy

CIL is set at the District/Borough level.

Capital Funding Commitments

Details of identified projects/schemes are set out in the respective proforma's for Surrey Districts.

The local authorities of Mole Valley, Reigate & Banstead, and Tandridge, together with Epsom & Ewell comprise the authorities of East Surrey, and the Gatwick Diamond. They are identified in the C2C Strategic Economic Plan (2014) as the East Surrey M25 corridor spatial priority area. It identifies the following schemes for this area:

- A major programme of transport improvements, to the national road network of the trunk road and motorway network at M25 Junction 9 and the

M23/A23 Hooley Interchange, and the A24 maintenance and flood alleviation.

- Improvements in capacity on the Brighton Main Line, the North Downs Line and line reinstatement on key routes from East Surrey into Kent and East Sussex, alongside improved network connectivity between the business hubs, and increased capacity along key routes.
- Boost and intensify strategic businesses centres, focused on Reigate, Redhill, Leatherhead, Oxted, Caterham, and Epsom. The packages developed for each business hub are aligned to further transport measures in other business hubs and on surrounding transport corridors.

Specifically, the commitments for each authority can be summarised as follows:

- Reigate-Redhill: A reconfigured road network, improved public realm and an extension of Urban Traffic to address traffic congestion and to improve connectivity between these key employment areas within the town centre. In addition, major transport improvements committed for Horley town centre together with Horley NW and NE. The Greater Redhill Sustainable Transport Package seeks to improve Redhill to Horley corridor linkages.
- Leatherhead: A series of interlinked schemes to redevelop and regenerate the town centre, alongside improvements to the capacity of the gyratory system, and wider sustainable transport packages (same for Dorking re: sustainable transport packages).
- Oxted and Caterham: A package of measures to re-develop a long derelict core town-centre site, adjacent to the main line station.
- Epsom: The Kiln Lane Link, to connect two significant employment sites and encourage the intensification of the town centre, together with Epsom town centre package (Plan E), to provide a two-way system with new pedestrian and cycle links and improved public transport links. These schemes are intended to link with the proposed Creative Industries Incubation and Business Hub.

3.8 WEST SUSSEX COUNTY

Spatial Portrait

The County Council vision and strategy are set out in Future West Sussex Plan 2015-2019. This sets out three priorities:

- To give children the best start in life
- To champion the West Sussex economy
- To support independence in later life

To support the three priority objectives, a number of stated outcomes for each are identified:

To give children the best start in life

- Improving young people's physical and emotional wellbeing
- Ensuring families receive the support that they need early
- Keeping children safe and secure
- Ensuring young people are ready for school and ready for work

To champion the West Sussex economy

- Growth of jobs

- Growth of enterprise
- Ensuring that local people of all ages have better skills and support to access work
- Infrastructure that business and local communities need to support economic growth

To support independence in later life

- Increased independence
- Increased financial security
- Increased healthy life expectancy
- Increased participation in society

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Economic and Employment				
Economic Vision and Scale of Employment Growth	The vision seeks to develop a resilient and diverse economy, supported by digital infrastructure, to ensure conditions support traditional and high tech business of all sizes across a	GDLAs will plan for economic growth with employment levels rising to reflect a strengthening and repositioning of the Diamond economy and the character and structure of individual local economies.	The Future West Sussex Plan identifies the championing of the local economy as one of three corporate priorities.	Future West Sussex Plan 2015-2019 West Sussex Transport Plan 2011-2026 (LTP3)

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>range of sectors to flourish across the county.</p> <p>The Future West Sussex Plan in championing the economy seeks to bring inward investment to support a growth in jobs, and to attract high value industries based on initiatives including developing:</p> <ul style="list-style-type: none"> • Gatwick opportunities • International medical technology sector • Attracting high value finance businesses <p>It also supports the growth of enterprise, including support for local business,</p>		<p>To support this objective, the growth of jobs and growth of enterprise is promoted.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>regeneration of coastal towns to develop a cultural sector, and promotion of tourism to the 20-45 market.</p> <p>LTP3 identifies the Gatwick Diamond as one of three economic sub areas. It states the vision for the Gatwick Diamond is for an area with sustainable economic prosperity, good access between and into the main towns and attractions, but where access by car into the towns is progressively managed to reduce congestion.</p>			
Knowledge-based Growth	As above	In established employment areas, coordinated local policies will seek to secure regeneration	The Future West Sussex Plan specifically identifies a number of	Future West Sussex Plan 2015-2019

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
		and improvement to provide an identity and environment in which a wider range of knowledge based industries can prosper	sectors, to develop high value industries in West Sussex. It also supports the growth of enterprise through local business support.	
Other Employment	As above	Other development reflecting local needs and opportunities will be supported at towns across the area to maintain and strengthen the variety of opportunity which exists.	The promotion of new start up business alongside tourism for the younger ages are identified to support a diversified economy and job growth.	Future West Sussex Plan 2015-2019
Skills Attainment	The County has fewer working age residents as a proportion of the population when compared to many other counties, and to improve the economic position, the vision seeks to attract and retain more working age people,	Strong, growing and aspirational communities with the skills to access the job opportunities available in the Diamond GDI will retain and promote its long term aim to secure a university centre	The Future West Sussex Plan sets a target for 95% of 16-18 year olds to be in employment, training or education by March 2019. It seeks to improve numbers in apprenticeships by 5%	Future West Sussex Plan 2015-2019

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>especially in high value jobs.</p> <p>The promotion of skills is a core objective to help support the priority to champion the economy and to ensure that people of all ages have support to access work.</p>		<p>or more each year, from a baseline of 4800 apprenticeships.</p>	
Primary Locations	No specific policy/target	N/A	N/A	N/A
Business Development Locations	No specific policy/target	N/A	N/A	N/A
People, Places & Communities				
Population Levels and Change	<p>Population of the County projected to be 856,300 by 2019.</p> <p>West Sussex has a high proportion of residents over 65 (22.2%). The national average is 17.6%.</p>	N/A	N/A	<p>Future West Sussex Plan 2015-2019</p> <p>Corporate Plan and Medium Term Financial Strategy 2016-17 to 2019-20</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Over the next 20 years, the population over 65 will rise by 124,000.			
Household Growth	By 2019, West Sussex projected to have over 375,000 households	N/A	N/A	Future West Sussex Plan 2015-2019
Housing Need (OAN)	No policy/target	N/A	N/A	N/A
Housing Supply/Delivery	No policy/target	N/A	N/A	N/A
Locations of Housing	No policy/target	N/A	N/A	N/A
Types of Housing	No policy/target	N/A	N/A	N/A
Retail and Leisure (Town Centres)	No policy/target	N/A	N/A	N/A
Transport and Communications				
Highways Infrastructure	<p>Promotion of investment in the improvement of key arterial routes is promoted.</p> <p>The provision of infrastructure that business and local communities need to support economic growth is one of the core outcomes</p>	<p>At a strategic level, transport policies will be focused with the aim of securing:</p> <ul style="list-style-type: none"> investment in sustainable transport to, between and within the two regional hubs; enhanced rail connectivity and reliability to London; 	<p>The West Sussex Transport Plan 2011-2026 (LTP3) identifies one of its key priorities as improvements to the A23 between Handcross and Warninglid (Mid Sussex).</p>	<p>West Sussex Transport Plan 2011-2026 (LTP3)</p> <p>Future West Sussex Plan 2015-2019</p>

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>to support the priority to champion the county economy.</p> <p>LTP3 identifies a number of key priorities to deliver transport improvements to support and facilitate sustainable growth, including improvement to specific sections of the A23 and A24.</p>	<ul style="list-style-type: none"> public transport connectivity to Gatwick and the main urban areas; enhancement to the operation of the road network providing strategic access to Gatwick; and no deterioration of congestion beyond current levels, both in terms of delay and journey time reliability. 	<p>Improvement to the A24 (Ashington to Southwater in Horsham) is also identified.</p> <p>The LTP Implementation Plan focuses on the main towns of Crawley, Burgess Hill, East Grinstead and Haywards Heath, and identifies its aim for the towns.</p>	
Sustainable Transport (Rail, Bus)	LTP3 identifies the Gatwick Diamond as one of three economic sub areas. It states the vision for the Gatwick Diamond is for an area with sustainable economic prosperity, good access	GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well	LTP3 notes that major development is proposed in the Gatwick Diamond that will provide opportunities to improve infrastructure	West Sussex Transport Plan 2011-2026 (LTP3) Future West Sussex Plan 2015-2019

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>between and into the main towns and attractions, but where access by car into the towns is progressively managed to reduce congestion.</p> <p>The West Sussex Transport Plan 2011-2026 (LTP3) transport strategy seeks to focus on delivering sustainable transport improvements in Crawley and the other major towns, increasing connectivity and improving access to services and employment opportunities.</p> <p>The Future West Sussex Plan identifies that investment in rail improvements will help</p>	<p>as those of the wider tourist market.</p>	<p>and integration between different modes of transport.</p> <p>It identifies opportunities to:</p> <ul style="list-style-type: none"> • explore the extension of the Crawley Fastway, and improvements for rail passengers using the Brighton Main Line and Arun Valley Line • focus on public transport access to Gatwick Airport, particularly through bus use and rail links 	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	to support the growth of jobs, in order to champion the local economy.		<ul style="list-style-type: none"> public transport interchange improvements at Crawley, Burgess Hill, East Grinstead, Gatwick Airport, Haywards Heath, Horsham and Three Bridges stations. <p>The LTP Implementation Plan focuses on the main towns of Crawley, Burgess Hill, East Grinstead and Haywards Heath, and identifies its aim for the towns.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
Superfast Broadband	<p>95% of West Sussex residents projected to have access to superfast broadband by 2019.</p> <p>The provision of infrastructure, including digital infrastructure that business and local communities need to support economic growth, is one of the core outcomes to support the priority to champion the county economy.</p>	Partners in the GDI will continue to work with providers to extend and improve superfast broadband	The Future West Sussex Plan identifies that the Council will deliver a £15m programme, in conjunction with commercial roll out, to give 95% of residents the option to buy superfast broadband connection.	Future West Sussex Plan 2015-2019
Gatwick Airport	The West Sussex Transport Plan identifies that the Gatwick Diamond and a successful Gatwick Airport are important drivers for the local economy. Major	Growth of Gatwick to its maximum capacity as a single runway, two terminal airport will be supported subject to ongoing agreements and commitments to manage the	LTP3 outlines a number of specific aims to improve public transport access to Gatwick airport via bus and rail, and to address	West Sussex Transport Plan 2011-2026 (LTP3)

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	<p>investment in transport is vital to their success and that of the rest of the County.</p> <p>LTP3 outlines support for a one runway, two terminal arrangements. It outlines a number of specific aims which include dealing with growth in travel demand to Gatwick Airport through achieving the targets contained within the Gatwick Airport Surface Access Strategy alongside a focus on public transport access to Gatwick Airport, particularly through bus use and rail links.</p> <p>The Gatwick Airport Surface</p>	<p>environmental impacts.</p> <p>GDLAs and their partners in the GDI will work together and with Gatwick Airport to secure a high quality environment for travellers at the airport and a range of routes which meet the needs of business users as well as those of the wider tourist market.</p> <p>As directed by national policies, land for a possible second runway will continue to be safeguarded until a full analysis of the issues at both a national and local level has been completed and new government policies are in place.</p>	<p>traffic growth.</p>	

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	Access Strategy includes a target to increase the proportion of passengers using public transport to access the Airport to 40% when passenger numbers reach 40 million passengers per annum.			
Countryside and Landscape				
Green Belt	No policy/target	N/A	N/A	N/A
South Downs National Park	No policy/target	N/A	N/A	N/A
Area of Outstanding Natural Beauty	No policy/target	N/A	N/A	N/A
Green Infrastructure Plans	No policy/target	N/A	N/A	N/A
Low Carbon Economy				
Low Carbon Energy	By 2019, greenhouse gas emissions will reduce by 15% from 2015 levels.	GDLAs will develop and maintain strategies for securing more sustainable forms of development and a more efficient low carbon economy.		Future West Sussex Plan 2015-2019
Carbon Emissions	By 2019, greenhouse gas	GDLAs will work together and		Future West Sussex

Domain	Policy/Target	LSS 2012 Target	Comment/Note	Data Source
	emissions will reduce by 15% from 2015 levels. LTP3 sets out a climate strategy to reduce vehicle emissions.	with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.		Plan 2015-2019 West Sussex Transport Plan 2011-2026 (LTP3)
De-centralised Energy Networks	By 2019, greenhouse gas emissions will reduce by 15% from 2015 levels.	GDLAs will work together and with GDI partners to develop and support innovative projects which help reduce the Diamond's carbon footprint.		

Community Infrastructure Levy

N/A – Information is provided for the relevant Districts and Boroughs.

Capital Funding Commitments

Details of identified projects/schemes are set out in the respective proformas for Mid Sussex, Crawley and Horsham.

Crawley and Horsham are identified in the Strategic Economic Plan (2014) as the Heart of the Gatwick Triangle spatial priority area. It identifies the following schemes for this area:

- A railway station to the north of Horsham serving the northern area of Horsham District
- Manor Royal
- Crawley town centre.

In Mid Sussex, Burgess Hill is identified as a spatial priority. To support the delivery of major residential and employment (business and science park schemes) development, transport and other infrastructure improvements are required. This includes:

- A2300 corridor improvements to link the town to the A23
- Improved transport capacity in Burgess Hill

West of Horsham is identified as another funding commitment based on a package of measures to tackle individual problems and create improved integration of new development into Horsham town centre.



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