

Site Details

Eastings Northings

Full Address

Ward Local Plan Area

Current RCUDP Allocation or Designation

Land Type Topography Site Area (ha)

Is the site an efficient use of land? RAG

Current Land Use

Primary

Secondary

Adjacent Land Use to the:

North

South

East

West

Public Consultation

Comments for allocating the site

-flat site
 -good access - local network is sufficient
 -sufficient size to allow SUDs
 -power lines will cross developable area but area can be amended
 -archaeological interest will be taken into account
 -single owner willing to develop in short term

Comments against allocating the site

-Green belt and Special Landscape Area
 -Power cables
 -Development would damage skyline
 -Site should be retained as green belt

Flooding

Flooding Zone Coverage

Flood Zone 1 (Area %)

Surface Water Flooding

1 in 30 Year (Area %)

Flood Zone 2 (Area %)	<input type="text" value="0"/>	1 in 100 Year (Area %)	<input type="text" value="0"/>
Flood Zone 3a (Area %)	<input type="text" value="0"/>	1 in 1000 Year (Area %)	<input type="text" value="0"/>
Flood Zone 3ai (Area %)	<input type="text" value="0"/>		
Flood Zone 3b (Area %)	<input type="text" value="0"/>		

Strategic Recommendation

Flooding RAG

Highways

Highways England

Summary

Highways England Site Comments

Strategic Highway Network Status Level of impact

Location of primary impact ie nearest junction

Potential impact of non SRN traffic passing through the junction

Potential for cumulative impact

Committed mitigation schemes

Is additional mitigation likely to be required by 2028? **Ranking**

Comments

Strategic Road Network RAG

Highways Development Management

Site Access

Site Observations and Planning Application

Mitigation

Conclusion (see methodology)

Justification

Technical Information Required

Proposed Junction design. And Transport Statement or combined Transport Assessment with site 1138.

Site Access RAG

Potential access issues which are resolvable

Impact on Local Road Network

Local Road Network RAG

Impact on the road network requiring mitigation

Ecology

Ecology RAG

No impact on environmentally sensitive areas

Open Space

OS Ref

OS Typology

OS Recommendation

Open Space RAG

No loss/No Impact

Historic Environment

Historic England

Comments

Suggested Change

Historic Conservation

Comments

Recommendation

Mitigation

Historic Environmental RAG

Some impact which could be mitigated

Housing Services

Comments

Housing Services RAG

Positive

Business and Economy Services

Comments

Site completed surrounded by housing.

Mitigation

Residential area.

Conclusion

New Housing site is acceptable.

Business and Economy RAG

Positive

Utilities

National Grid

OHL Proximity

The site has been identified as having crossing OHL apparatus.

Recommendation

Because of the scale, bulk and cost of the transmission equipment required to operate at 400kV National Grid only supports proposals for the relocation of project of national importance which has been identified as such by central government. Existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure. National Grid prefers that buildings are not built directly beneath its overhead lines.

Minerals

Stone Mineral Safeguarding Area

Within MSA Buffer

Coal Mineral Safeguarding Area

Within MSA

Minerals RAG

Within MSA

Environmental Health

Comments

whole site needs to converted as haulage company operate from land to the north. some land contamination.

Environmental Health RAG

There is no significant detrimental effect that cannot be mitigated against

Other Factors

Physical Constraints RAG

Relatively flat

Agricultural Land Classification RAG

Lies within 4 or 5 (and urban)

Logical Settlement Boundary RAG

Edged on 1-2 sides

Accessibility

Distance to Bus Stop

Less than 400m

Distance to Rail Station

More than 2km

Distance to Publicly Accessible Open Space

Less than 600m

Journey time to Town Centre

Less than 15 mins

Journey time to Shops Selling Day to Day Goods	Less than 15 mins
Journey time to Hospital	Less than 30 mins
Journey time to General Practitioner	Less than 15 mins
Distance to Primary School	Less than 15 mins
Journey time to Secondary School	Less than 20 mins
Journey time to Further or Higher Education	Less than 30 mins
Journey time to Primary Employment Sites	Less than 20 mins

Green Belt Review

Green Belt Review (Parcel)	Meets 3-5 of the identified purposes
Green Belt Review (Site Specific)	Meets 0-2 of the identified purposes

Deliverability

Developable Area (ha)	0.66	Dwellings per Hectare	32	Residential Capacity	21
-----------------------	------	-----------------------	----	----------------------	----

Site Summary

RAG Score

39 /48

Overall Assessment Summary

Mixed greenfield and brownfield site adjoining the urban area on two sides. Relatively flat land, the majority of which is situated within the designated Green Belt. While the overall parcel within which the site is located performs strongly when assessed against the five green belt purposes, when assessing the revised boundary of the specific site, it performs poorly.

The southern part of the site has planning permission for residential development and the boundary has been amended accordingly. The area of land beneath the overhead power cables will also be removed from the developable area.

In terms of accessibility, the site scores very well, despite being in excess of 2km from the nearest train station.

The southern part of the land is currently disused grassland and the northern section is occupied by a haulage firm. The landowner has however proposed the whole site for residential development. Environmental Health support the development of the entire site in order to prevent the possibility of incompatible uses.

There are no known issues in terms of flood zone coverage, however, as the site is partially greenfield, development would result in the potential to increase run-off. Therefore mitigation could be secured by applying green and blue Infrastructure on site such as Sustainable Drainage Systems and green roofs to reduce the infiltration rate of precipitation as well as provide storage for storm water run-off.

Highways Development Management has commented that Traffic Restriction Orders may be required to restrict on-street parking in the vicinity of the site access junction. Existing access from the site is via Horley Green Rd and The Incline (One-Way) and entry to the site would be via Claremont Rd and Belgrave Avenue. There would be no significant impact on the strategic road network.

There would be no impact on environmentally sensitive areas or loss of designated open space.

There are listed buildings and a historic park and garden within a 100m to 400m buffer zone of the site, any impact upon which will be mitigated should the site be developed. Further, WYAAS has recommended that an archaeological condition is imposed if planning permission is granted.

The site does however lie within a Special Landscape Area and development has been adjudged to have a significant impact on the landscape. This should be taken into account during design phase and given consideration in any such proposal.

Environmental Health has also flagged possible contamination within the site, it does not however constitute a significant detrimental effect that cannot be mitigated against.

National Grid has highlighted the site as having crossing overhead line apparatus. Because of the scale, bulk and cost of the transmission equipment required to operate at 400kV, National Grid only supports proposals for the relocation of a project of national importance which has been identified as such by central government. Existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure. National Grid prefers that buildings are not built directly beneath its overhead lines.

The preferred use of the site is a new housing site with an indicative capacity of 21 dwellings. This capacity may however be reduced due to the presence overhead lines.

A site specific policy is required to ensure the creation of a strong and defensible boundary between the allocation for housing and the Green Belt.

Outcome

New Housing Site