TANDRIDGE LOCAL PLAN

Transport & Accessibility Assessment of Potential Garden Village Locations 2017
**Project Title:** Tandridge Local Plan

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**Client Reference:**

**Date:** 10 August 2017

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### Amendment List

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1 INTRODUCTION

1.1.1 Tandridge District Council are currently developing their Local Plan having gone out to consultation in late 2016. The new Local Plan will establish a spatial strategy for the most suitable quantity and location of future residential and commercial development in the district. The Local Plan therefore aims to ensure the demand of future development is adequately met by the most suitable strategy of supply.

1.1.2 To support the site selection process for a new Garden Village, Tandridge District Council are seeking to understand the transport and accessibility limitations of each location. Transport is one of the many key forms of infrastructure required when planning for future development. Local policy and national government guidance states that future developments must be suitably located near, and/or provide, transport infrastructure and services for residents and employees to utilise, as well as encouraging sustainable travel patterns.\(^1\)

1.1.3 Prior to undertaking the modelling for Tandridge District Council’s Regulation 19 submission, Surrey County Council’s Transport Studies team have been commissioned to undertake an initial assessment of the four main development sites currently being proposed. This assessment does not involve transport modelling but will review each site in terms of transport and accessibility in a qualitative manner. In order to inform this report, discussions were held between Surrey County Council’s Transport Studies, Passenger Transport, Road Safety and Transport Development Planning teams.

1.1.4 The four main proposed sites discussed in this document are:
   a) South Godstone – 2,000 units
   b) West of Edenbridge – 3,500 – 7,000 units
   c) Blindley Heath – 2,000 -2,500 units
   d) Redhill – 4,500 – 8,000 units

1.1.5 The size of each development in terms of the potential number of units was supplied by Tandridge District Council to Surrey County Council in April 2017 based on the information known at that time.

1.2 Location

1.2.1 The district of Tandridge is located in the east of Surrey. It is bounded by the neighbouring authorities of Reigate and Banstead in Surrey, the London Boroughs of Croydon and Bromley to the north, the district of Sevenoaks in Kent to the east, Wealden District in East Sussex to the south east and Mid Sussex and Crawley in the county of West Sussex to the south.

1.2.2 The district is one of the largest in terms of area in Surrey covering an area of 248km\(^2\), but with a population of just under 87,000 it has the lowest population density in the county. 94 % of the district is designated as green belt. The main built up areas consist of Caterham and Warlingham/Whyteleafe in the north and Oxted / Hurst Green / Limpsfield just south of the M25 motorway. Other

\(^1\) Source: National Planning Policy Framework
settlements include Godstone located just south of the M25 junction 6, South Godstone and Blindley Heath along the A22, Lingfield in the south-east and Smallfield in the south-west. There are also a number of villages and some other smaller settlements and areas of sporadic development in the Green Belt.

1.2.3 The road network in the district can be split in terms of responsibility between the county council and Highways England. Highways England is responsible for the M25 and M23 in Tandridge, whilst the county council is responsible for the remainder of the public road network.

2 PROPOSED DEVELOPMENT AT SOUTH GODSTONE

2.1.1 Figure 2.1 shows the broad location of the potential site at South Godstone. It is located south of the existing village and straddles the A22 Eastbourne Road. The western area of the site is bordered by Harts Lane in the north, Tilburstow Hill Road in the west, Oakhurst Court in the south and the A22 in the east. This western area of the site straddles the railway line. The eastern area of the site is bounded by the railway line in the north, Tandridge Lane in the east, Danemore Lane in the south and the A22 Eastbourne Road in the west. No information on any proposed access / egress points is available at this time.

Figure 2.1 Broad location of potential South Godstone site
2.2 Housing Numbers & Potential Trip Generation

2.2.1 Current estimates from Tandridge District Council are for approximately 2000 units on the site. No information about the composition of the units in terms of a houses / flats split is currently available. The TRICS database was interrogated to obtain an initial estimate of the potential quantum of trips likely to be generated by this development. As an indication, during the AM peak hour (08:00 – 09:00) this could be in the region of 800 to 1,000 trips (arrivals and departures).

2.3 Public Transport

2.3.1 Godstone rail station is located in the village of South Godstone. The station is on the east-west line with services running between Tonbridge and Redhill/London Victoria. Direct services to London Victoria are hourly throughout the day and more frequent in the peaks with a journey time of around 41 minutes. Early morning services require a change at Redhill. The rail links to London would appeal to commuters into London and enhance the sustainability of the site.

2.3.2 There is an existing bus service, 409, running approximately hourly along the A22 Eastbourne Road between East Grinstead and Selsdon. This bus service could potentially be diverted through the development if there was sufficient demand but given that the full route takes an hour and a half, the journey to a larger centre of employment or services would not be attractive to many people.

2.4 Walking & Cycling

2.4.1 The distance to other settlements is such that walking would mainly be limited to internal trips within the proposed site. The level of facilities within the development would determine whether residents could avoid travelling elsewhere to access services. In terms of cycling, for most residents it would only really be feasible to access South Godstone, approximately 2 – 3 miles from most of the proposed site. A ‘sustainable link’ for cyclists and potentially also buses along the Tilburstow Hill Road would be of benefit in encouraging use of alternative modes of transport. This would potentially require widening, particularly at the north end near Godstone Farm.

2.4.2 There is potential for severance to occur as a result of the A22 Eastbourne Road passing through the centre of the development and just one signalised pedestrian crossing near Harcourt Way. This may be a particular issue when accessing the primary school or any other potential new school on the site. Increased use of the existing crossing has the potential to lead to delay for vehicles travelling on the A22 Eastbourne Road.

2.5 Potential Traffic Impacts

2.5.1 It is not known what access arrangements are anticipated, although there would be potential to access the site from a number of roads including the A22 Eastbourne Road, Tilburstow Hill Road and Tandridge Lane.

2.5.2 Although the development is located adjacent to an existing community, the limited amenities within South Godstone currently mean that residents would need to travel elsewhere to access larger shops and services. A development of this size would require additional services to be provided such as a school and shops, nevertheless there would still be a reasonably high demand for travel by car.
2.5.3 There are a number of existing traffic issues which have the potential to be exacerbated as a result of these additional trips. These include the following:

a) Congestion in Felbridge at the signalised junction of A22 Eastbourne Road and A264 Copthorne Road;

b) Congestion at M25 junction 6; and

c) Congestion at junction of Tilburstow Hill Road with A22 Eastbourne Road.

2.5.4 The signalised junction of the A22 Eastbourne Road and A264 Copthorne Road in Felbridge already suffers from congestion. Improvements are being developed as part of development occurring in East Grinstead but it is not known whether these would also accommodate the additional trips generated by the development in South Godstone. Heavy Goods Vehicle traffic is an issue in this location and already HGVs have to divert via B2028 West Park Road to avoid Felbridge.

2.5.5 Highways England have stated that the M25 junction 6 will be at capacity by 2020. The effect of this development would be to further exacerbate the forecast situation. To alleviate issues at junction 6, an intervention of considerable size would be required. The nature of any potential improvements to the junction to alleviate congestion is not known at this stage, however a development of the size proposed at South Godstone would not be likely to be able to solely fund such a large scale scheme.

2.5.6 There is an existing congestion issue at the junction of Tilburstow Hill Road and the A22 Eastbourne Road. Modelling of the Local Plan undertaken in 2015 showed that in the forecast scenarios, trips divert off the A22 Eastbourne Road onto Tilburstow Hill Road which would exacerbate this problem.

2.5.7 It is also likely that traffic generated by the development could result in congestion on other routes including Tandridge Lane and the B2235 Godstone Hill. Interventions may be required on the B2235 to dissuade traffic from using this route and instead travel on the strategic network of the A25 and A22.

2.6 Road Safety

2.6.1 There is a long history of accidents at the junction of the A22 Eastbourne Road with Tilburstow Hill Road. This would be exacerbated by the additional traffic described above. In order to improve this situation it may be necessary to signalise the junction. This would improve safety but incur delay on the A22 Eastbourne Road as a result.

3 PROPOSED DEVELOPMENT WEST OF EDENBRIDGE

3.1.1 Figure 3.1 shows the broad location of the site west of Edenbridge. It straddles the boundary of the district of Tandridge with Sevenoaks in Kent and is comprised of two sections; the first smaller section in the west is bounded by the east-west railway line in the north, the north-south railway line in the south and Crouch House Road in the west. The bulk of the development is located to the east of the north-south railway line in an area bounded by Honeypot Lane in the south,
Haxted Road in the south and Dwelly Lane in the east. No information on any proposed access / egress points is available at this time.

![Figure 3.1 Broad location of potential site west of Edenbridge](image)

**Figure 3.1 Broad location of potential site west of Edenbridge**

### 3.2 Housing Numbers & Potential Trip Generation

3.2.1 Current estimates from Tandridge District Council are for 3,500 – 7,000 units on the site. No information about the composition of the units in terms of a houses / flats split is currently available. The TRICS database was interrogated to obtain an initial estimate of the potential quantum of trips likely to be generated by this development. As an indication, during the AM peak hour (08:00 – 09:00) this could be in the region of 3,000 to 3,500 trips (arrivals and departures).

### 3.3 Public Transport

3.3.1 The site is in reasonably close proximity to two railway stations: Edenbridge Town on the north-south line and Edenbridge on the east-west line. Direct access to London is available from both stations. The journey time from Edenbridge Town to London Bridge is approximately 45 mins with an hourly service during the day and a more frequent service at peak times. From Edenbridge station the journey time is approximately 50 minutes to London Victoria with some trains also serving London Bridge directly. The level of existing rail provision is such that this development could be attractive to commuters travelling to London providing that good links to the stations are available, preferably by sustainable transport modes to limit car trips.
3.3.2 Bus services are much more limited at this site compared to the other proposed developments. There is an infrequent service to Oxted via service 236 with five buses per day and three buses in the afternoon from Tunbridge Wells to Lingfield via Edenbridge on services 231 and 233. There is limited scope for providing additional bus services to the development given that journey times to reach any larger centres would be lengthy. It is thought that at best an hourly service may be provided which is unlikely to be an attractive alternative to using the car.

3.4 Walking & Cycling

3.4.1 Given the location of the development site is adjacent to the town of Edenbridge, there is good potential for walking and cycling links to access existing shops and services in the town. There is however potential for severance as a result of the railway lines passing through the development and creating a barrier between the site and the town itself. Careful design of walking and cycling routes would be required to reduce this negative effect.

3.4.2 Given the severance caused by the railway lines, access to schools on the west of Edenbridge could be problematic. It is likely that for a development of this size schools would be incorporated within the site but detail is not known at this stage.

3.5 Potential Traffic Impacts

3.5.1 There is potential for the site to have multiple access points, although these are yet to be determined. The Hamsell Mead Farm area to the north west of the site would have particular issues with severance caused by the railway line. Ideally there would be access from this part of the site directly onto the B2026 Station Road to alleviate this. For a development of this size, it would normally be expected that there would be access onto an A and/or B road. This is problematic given the location of the site with only minor roads in close proximity to the site boundaries.

3.5.2 Considerable thought would need to be given to the layout of the development and its access arrangements, particularly in relation to the railway lines in order to avoid congestion at the limited railway crossing points. As an example, the tunnel under the railway at Crouch House Road is narrow and would likely require shuttle signals if traffic were to increase although ideally the carriageway would be widened. The feasibility of any altered or additional crossing point of the railway would need to be discussed with Network Rail.

3.5.3 A positive effect of this development could be to provide an economic boost to Edenbridge town centre and help support retail within the town. Nevertheless, residents would need access to a larger centre for other services. Due to the location of the site without access to an A road in close proximity, it is unlikely that it would be able to support a settlement of 7,000 units. Despite the good access to London via rail, residents would be very car dependent for other trips to nearby centres.

3.5.4 The increase in trips as a result of this development would therefore result in significant added traffic on rural lanes. Access to the A25 could be via Pollards Wood Road or by rat-running through Hurst Green. Such minor roads would not be capable of accommodating significant increases in traffic flow. There is already a lot of rat running through the area on narrow lanes such as Honey Pot Lane and Red Lane. The B2026 Main Road would likely require improvements to accommodate the additional traffic.
3.5.5 To the south west of the development, the B2028 already suffers from congestion throughout the day, particularly around Lingfield and Newchapel. This could potentially be exacerbated by a development on the west of Edenbridge. Road Safety

3.5.6 There are no particular existing road safety issues in the vicinity of this site although it should be noted that additional traffic on rural lanes would likely result in an increase in collisions.

4 PROPOSED DEVELOPMENT AT BLINDLEY HEATH

4.1.1 Figure 4.1 shows the broad location of this site. It is located to the east of Blindley Heath and is bounded by Byers Lane in the north, the A22 Eastbourne Road in the east and Brickhouse Lane to the west. A concept masterplan for the site was supplied by Tandridge District Council and is shown in Appendix A.

Figure 4.1 Broad location of potential site at Blindley Heath
4.2 **Housing Numbers & Potential Trip Generation**

4.2.1 Current estimates from Tandridge District Council are for 2,000 – 2,500 units on the site. No information about the composition of the units in terms of a houses / flats split is currently available. The TRICS database was interrogated to obtain an initial estimate of the potential quantum of trips likely to be generated by this development. As an indication, during the AM peak hour (08:00 – 09:00) this could be in the region of 1,100 to 1,250 trips (arrivals and departures).

4.3 **Public Transport**

4.3.1 Godstone and Lingfield rail stations are the closest to this site, both offering direct services to London. Services are more frequent from Lingfield with two services an hour throughout the day and more in peak times. Season tickets are also cheaper from Lingfield than Godstone so it is likely that this would be a more attractive station for commuters to use. Access to Lingfield station would only really be practical by car and therefore it is possible that commuters would choose to travel further by car to a station up the line such as Hurst Green or a major station such as Redhill to reduce the cost of tickets or benefit from a higher frequency service. This decision would also be influenced by the availability of car parking at the various stations both on and off-street.

4.3.2 As with the South Godstone development, there is an existing bus service, 409, running approximately once an hour along the A22 Eastbourne Road between East Grinstead and Selsdon. This could potentially be diverted through the development if there was sufficient demand but given that the full route takes an hour and a half the journey to a larger centre of employment of services would not be attractive to many residents of the proposed Blindley Heath development.

4.3.3 Currently, the site is very unsustainable in public transport terms given the lack of a rail station and the fact that bus journey times to reach any larger centres are considerable.

4.4 **Walking & Cycling**

4.4.1 As with the South Godstone proposed development the distance to other settlements is such that walking and cycling would mainly be limited to internal trips. The level of facilities within the development would determine whether residents could avoid travelling elsewhere to access services. The concept Masterplan shows a doctors surgery, retail and new community facility thereby reducing the need for travel to these services although it is likely that all the proposed sites would have this level of amenities given their size. Currently there are very few amenities in Blindley Heath and no defined village centre.

4.5 **Potential Traffic Impacts**

4.5.1 Given the poor public transport provision in the area, residents of this development would be heavily reliant on the car and trip generation for the site would therefore be higher than for a similarly sized site in a more sustainable location.

4.5.2 The Masterplan shows two access points – Byers Lane and Ray Lane. The Ray Lane junction is currently signalised and would therefore probably remain as signals but with an additional arm for the site access. The effect of this in terms of delay at the junction would need to be assessed. Byers Lane is narrow with poor
visibility and therefore could not easily accommodate extra traffic without significant improvements.

4.5.3 This proposed development is highly likely to have a negative impact on the performance of the road network in many of the same locations as the proposed South Godstone site, namely at Felbridge, M25 junction 6, Tilburstow Hill Road and B2235 Godstone Hill. Sections 2.5.3 to 2.5.7 describe this in more detail. For travel either to the east or west, traffic would have to either use narrow rural lanes or travel south to Newchapel where there are existing congestion issues.

4.6 Road Safety

4.6.1 There are no existing controlled crossing points across the A22 Eastbourne Road in the vicinity of the development. It is expected that a controlled crossing point would be required to provide safe access to the school from the western side of the A22 Eastbourne Road. This could potentially be incorporated within the reconfigured signal junction of the A22 with Ray Lane although it should be noted that pedestrian facilities are likely to add delay to vehicle journey times on the A22 Eastbourne Road. Alternative options such as an underpass would remove delay to vehicles but would be more costly to build and maintain.

4.6.2 Currently the speed limit on the A22 through Blindley Heath is 40mph although a reduction to 30mph is being considered. The additional housing proposed as part of this development would likely support the need for this reduction.

5 PROPOSED DEVELOPMENT AT REDHILL

5.1.1 The bulk of the site comprises Redhill Aerodrome, and is bounded by Masons Bridge Road / Kings Mill Lane to the east and Crab Hill Lane to the west. There are two additional parcels of land outside this, one east of Crab Hill Lane and bordered by the M23 in the east and one west of Kings Mill Lane extending to just north of Canadian Road. Figure 5.1 shows the broad location of the site.
5.1.2 Three Masterplan options have been produced by the potential developers of the site, Thakeham; and shown in Appendix B. In all scenarios the spine road through the site joins to the A23 Horley Road at the Three Arch Road junction and to the M23 in a new interchange between the existing junction 8 with the M25 and junction 9 Gatwick. Construction of the new interchange would need to be scheduled in consideration of the planned smart motorway works on the M23 between junctions 8 and 10, which are scheduled to be complete by January 2020 and which will be followed by an embargo on major works lasting several years.

5.2 Housing Numbers & Potential Trip Generation

5.2.1 Current estimates from Tandridge District Council are for 4,500 – 8,000 units on the site. No information about the composition of the units in terms of a houses / flats split is currently available. The TRICS database was interrogated to obtain an initial estimate of the potential quantum of trips likely to be generated by this development. As an indication, during the AM peak hour (08:00 – 09:00) this could be in the region of 3,500 to 4,000 trips (arrivals and departures).
5.3 Public Transport

5.3.1 This development provides the best opportunities for bus provision of all the sites. Currently there is not a large market for bus users in the area between Redhill and Horley so this development would increase the market along this ‘gap’ in the existing routes. There is therefore an opportunity to divert services off the A23 and through the site. It is likely that there would be a balance of express services between Horley and Redhill and other services which either route through the Horley NW sector or through this development. These services would provide a bus link to Redhill station.

5.3.2 The site could be attractive to commuters to London via Redhill/Earlswood as well as people working at Gatwick. Depending on how the Fastway services may be diverted to serve the site, it may be possible to access Gatwick by bus. Currently buses run from Redhill along the A23 from 00:15 until 23:14 with approximately four buses per hour throughout the day and a more limited service in the early mornings and evenings.

5.3.3 In terms of rail travel, Earlswood and Nutfield stations are in reasonably close proximity to the site and therefore likely to be within cycling distance for most residents. The design and provision of sustainable links to these stations will determine whether they can easily be accessed via modes other than the car. If these links are not incorporated into the development it is likely that residents would use the car to access rail stations and may decide to travel further to a station with a better service, more car parking or lower cost fares. This would have a negative impact both in terms of additional vehicles on the network and pressure on parking at the stations. There is already considerable pressure on parking for Redhill station.

5.4 Walking & Cycling

5.4.1 As stated above, good walking and cycling links to Earlswood and South Nutfield stations would enhance the sustainability of the site. Given the distance it is expected that cycling would be a more realistic option than walking for most people. Cycling to Redhill and Horley/Gatwick is also possible along NCN 21 which is predominantly off road or on quiet streets and has recently been resurfaced in the vicinity of the development. It would be beneficial if cycle routes through the development could link in to NCN 21.

5.4.2 Severance could be an issue for this development given that the link road through the development would likely need to be dual carriageway to cater for the traffic flows between the A23 and M23. Careful design of pedestrian and cycling links and crossings would be required to alleviate this as far as possible.

5.5 Potential Traffic Impacts

5.5.1 Given the existing issues on the A23, a new junction on the M23 would be a prerequisite for this development. Highways England would be unlikely to consider new junctions for a single development but will consider junctions associated with a development where there is a strategic benefit. A large amount of through traffic unrelated to the development would therefore be expected to be attracted to use this new link between the A23 and M23, which forms the main spine road of the development.
5.5.2 The design of any reconfigured junction of A23 Horley Road with Three Arch Road is crucial to the feasibility of the development. This junction and its approaches already suffer from severe congestion. The existing tunnel under the railway on Three Arch Road would also need significant improvements to accommodate the additional traffic. This would need to be designed in collaboration with Network Rail. Much of the existing congestion in this area relates to East Surrey Hospital, which is located in close proximity to the proposed site. Emergency access to the hospital can already be difficult and therefore would need to be improved as a result of the development.

5.5.3 The majority of existing roads in the vicinity of the site are minor, some with sharp turns and poor visibility. They are therefore not suitable for significantly increased traffic flow. It is expected that along with the new link road further improvements would be required to existing roads to both ensure that they are suitable for the volumes of traffic involved and that rat-running is reduced as far as possible.

5.6 Road Safety

5.6.1 As with the other sites, if significantly increased volumes of traffic are expected on rural roads this would likely result in more collisions. The junction of Masons Bridge Road with Honeycrock Lane and Axes Lane is a location with a history of accidents which would likely be exacerbated by any additional traffic as a result of this development.

6 SUMMARY

6.1.1 It should be noted that all the sites would likely increase traffic flow on rural lanes which may not be suitable for additional traffic without mitigation.

6.1.2 The South Godstone and Blindley Heath developments would result in traffic impacts in similar areas, notably the M25 junction 6 and the junction of the A264 and A22 in Felbridge. Walking and cycling opportunities would broadly be limited to internal trips within each site although there is potential for cycling trips to Godstone from South Godstone if a sustainable link is constructed. Both sites suffer from poor existing bus provision and this is compounded in Blindley Heath by the lack of a rail station. South Godstone would therefore be a more sustainable alternative that may appeal to London commuters. Aside from this, residents of both developments would likely be heavily reliant on the car and this would have an impact both on the A22 and rural roads. Mitigation options to reduce this impact would need to be explored.

6.1.3 The Edenbridge site has good rail access with two stations on two lines but very poor bus provision and limited scope for this to improve due to the journey times to other centres. The proximity of the site to Edenbridge and its amenities would go some way to reducing the need to travel by car, however residents would be reliant on the car to access larger centres. Given the distance to an A road, it is unlikely that the site could accommodate a development at the higher end of the proposed number of units without significant improvement to the local road network. Vehicle access and walking and cycling links would need to be carefully designed to avoid severance caused by railway lines.

6.1.4 If sustainable links to rail stations can be provided from the Redhill site, the good rail service and potential for good bus provision would enhance the sustainability of the site and reduce reliance on the car. The easy access to the local and strategic road network provided by the proposed junction on the M23 and link road would
reduce the impact on more rural roads, but the impact of through trips and severance within the development would need to be considered in the design of the site. Careful consideration as to how the new link road would tie in to the A23 would be required and emergency access to East Surrey Hospital improved as this is adversely affected by existing congestion in the area.

6.1.5 With regards to bus provision, there is scope for all the sites to improve existing services or introduce new services. However, these would need to be funded by the developer in perpetuity, or until they become commercially viable.
Appendix A: Blindley Heath Concept Masterplan
Appendix B: Redhill Aerodrome Masterplan Options
A New Garden Community can be developed in a number of different ways; the plan will be developed with local people.

Three initial concept options have been produced to show how the Garden Community could be accommodated on the site while delivering Garden City Principles.

The concept options have been influenced by:
- Potential noise impacts from the M23.
- Existing watercourses.
- Existing woodland and other sensitive environments.
- A desire to improve the biodiversity on the site and increase high quality landscape spaces. The need to create buffers to existing communities.
- A desire to create a visual green link from the Green Sand Ridge across the site to the countryside to the south.
- A desire to create east west green wildlife corridors across the site.
- An extended and improved landscape setting for South Nutfield to prevent coalescence.
- Minimising any adverse visual impact of the proposals.
These are only concept options. There will be extensive opportunities for local communities, stakeholders and statutory bodies to comment on and help refine the layout and design of the development.

Key decisions that require further investigation and consultation include:

- The extent and form of flood control measures;
- The design of an extensive and accessible landscape framework for the development;
- The location of a new junction on the M23;
- A connection to the A23 in relation to the East Surrey Hospital, and Three Arch Road;
- The route of a new strategic road through the heart of the site; and, in relation to this
- The location of a Neighbourhood Centre and associated facilities;
- The type, size and tenure of new homes.