

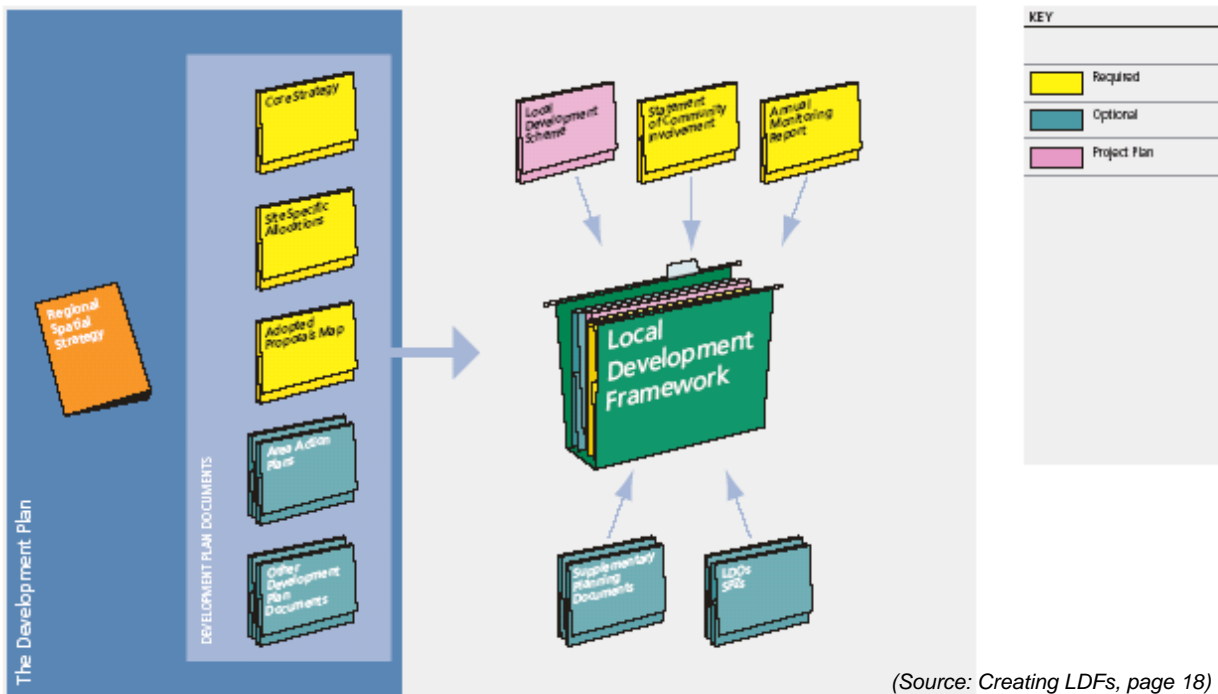
Horley Infrastructure Provision Supplementary Planning Document

July 2008



What is the Local Development Framework?

The Local Development Framework, referred to as the LDF, is a folder of documents called Local Development Documents, as shown below.



What will the Reigate & Banstead LDF include?

Policies from the previous local plan system have been saved. The current project plan, including timescales, for the LDF is set out in the Local Development Scheme. Check the Council's website for the latest information www.reigate-banstead.gov.uk under Business and Planning > Planning > Planning policies > Local Development Framework

What are Supplementary Planning Documents (SPDs)?

They are used to expand policy or provide further details to policies in Development Plan documents or saved policies. While not having development plan status, they are subject to community involvement and Sustainability Appraisal.

What is the Horley Infrastructure Provision SPD?

It contains the detail of what infrastructure is required, how it should be provided and by whom, to ensure that development is carried out in a comprehensive and co-ordinated way, to facilitate the implementation of saved local plan policies. It is an updated version of Supplementary Planning Guidance (SPG) produced in 1999. After a period of public consultation the Horley Infrastructure Provision SPD was formally adopted on 19 January 2006. Early in 2008 a revised version of the SPD was prepared to take into account some changes to the type and range of contributions including education, travel planning and the regeneration of Horley Town Centre.

	Consultation and participation on draft SPD	September/October 2005
	Adoption as council policy	January 2006
	Review of SPD	
	Consultation and participation	
WE ARE HERE	Adoption as council policy	July 2008

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1. PROVISION OF INFRASTRUCTURE

Supplementary Planning Documents (SPDs)

- 1.1 This SPD provides extra guidance on and interpretation of saved Borough Local Plan 2005 policies for those preparing planning applications. It updates Supplementary Planning Guidance (SPG) prepared and published in 1999 and the original version of the Horley Infrastructure Provision SPD adopted January 2006. Borough Local Plan 2005 (BLP) means the First Alteration adopted on 7 April 2005 and the unaltered parts of the Borough Local Plan 1994 adopted on 21 July 1994.
- 1.2 Under the new planning system SPDs are not part of the statutory development plan. They are not subject to independent examination but have greater weight than SPG, as they are subject to procedures of community involvement and sustainability appraisal. They can constitute a material consideration in respect of decision-making.
- 1.3 This SPD is one of a number of complementary documents, which expand upon the relevant planning policies for Horley, including the Horley Town Centre Regeneration SPD and the Horley Design Guide SPD.
- 1.4 This SPD should be read in conjunction with the policies in the BLP relating to the provision of infrastructure needed to support the development of 2,600 additional dwellings at Horley.

Scope of SPD

- 1.5 Infrastructure provision for the purposes of this SPD includes those normal development costs, such as new access roads, sewers, etc that developers would expect to meet to enable the development to proceed, and those necessary from a planning point of view that are so directly related to the proposed development it ought not to be permitted without them. Examples of the latter are the costs of improving accessibility to areas inadequately served by modes of transport other than the private car, and for the provision of affordable housing, social, educational, and recreational facilities and environmental improvements.
- 1.6 As part of the comprehensive scheme, all development making up the 2,600 dwelling requirement i.e. permitted after 1.4.2001, both allocated sites, together with any unidentified housing sites, should contribute to the necessary infrastructure costs, on a cost per dwelling basis. There are a few items which are required town-wide but are not justified by the additional dwellings alone, such as a Leisure Centre. Only a proportion of the costs attributable to the 2,600 additional dwellings would therefore be sought. The

proportion is 29%, being equivalent to the addition to Horley's dwelling stock at 2001 (8,809) of the 2,600 dwellings.

- 1.7 Maintenance costs predominantly for the benefit of the associated development are expected to be borne by the developer in perpetuity. Where initial support ("pump priming") is necessary this may be time-limited. In the case of this comprehensive plan for Horley, maintenance contributions are being sought towards all recreation, leisure and community items in perpetuity. It is acknowledged that in the case of a few town-wide items only a proportion (29%) of the maintenance costs should be sought. Where a maintenance requirement is identified and a developer wishes to devolve that cost to the Borough Council, the agreed annual cost would normally be capitalised to provide a commuted sum, representing 15 years annual maintenance. This figure will be kept under review.

Objectives

- 1.8 The objectives of this SPD are: -

- to give detailed guidance to developers to enable infrastructure requirements to be properly considered at the earliest possible stage in the development process
- to ensure that development is carried out in a comprehensive and co-ordinated way
- to secure provision of infrastructure or financial contributions towards infrastructure, by developers, in accordance with Government Guidance, including: -
 - a high quality bus network, interchange facilities, cycle and pedestrian routes, new roads and junction improvements
 - two primary school sites and additional secondary school places, a new library and youth facility,
 - affordable housing
 - play spaces and sports pitches, a major new informal recreational space, leisure centre, and
 - two neighbourhood centres with shops and other facilities.

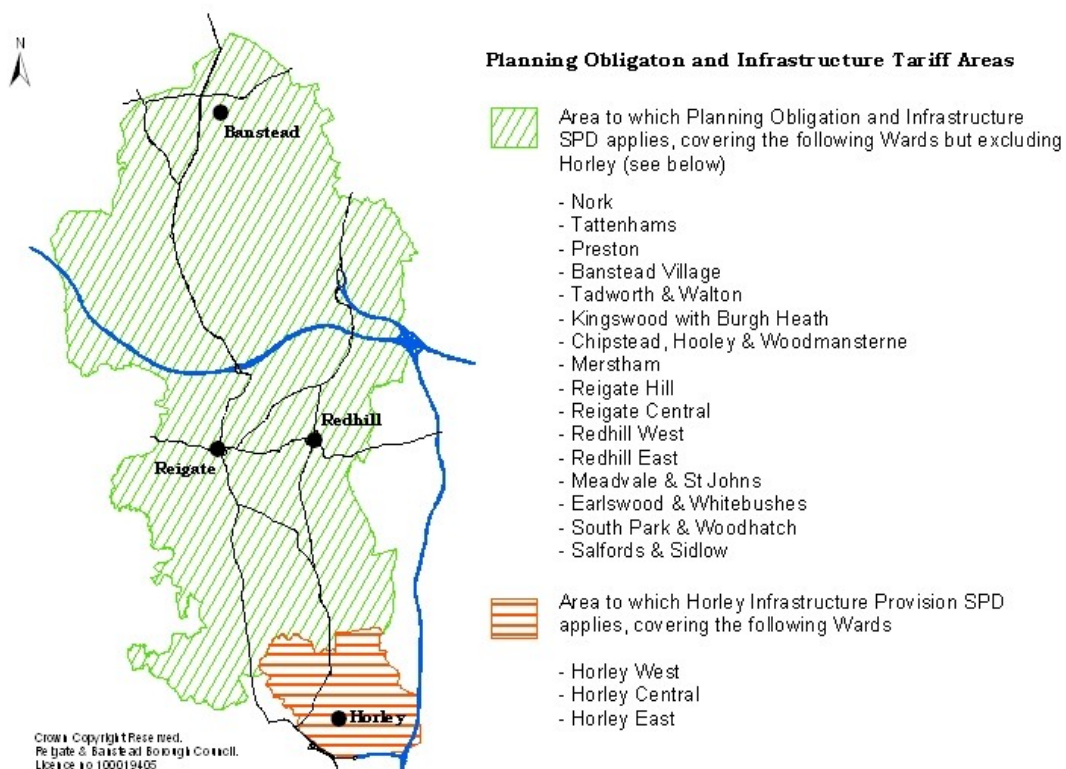
Planning Policy

- 1.9 ODPM Circular 05/2005 "Planning Obligations" sets out the Government's current policy on the provision of infrastructure. This guidance fully endorses the approach taken in this SPD and the earlier SPG, particularly in relation to pooling of contributions and the use of formulae and standard charges.

- 1.10 The Government has proposed standardising the approach to infrastructure contributions. This will build on the current Section 106 approach and the tariff formula pioneered in Horley and Milton Keynes. The Government have favoured this approach, as it would capture more planning gain to finance additional investment in local and strategic infrastructure while preserving incentives to develop. They also believe it will make the planning charge-setting process simpler and more certain, providing a fairer means of securing contributions from developers for infrastructure and argued that planning charges would encourage regions and local authorities to plan positively for housing and economic growth. The Planning Bill introduced in November 2007 includes proposals for a new Community Infrastructure Levy (CIL) which will establish a better way to increase investment in the vital infrastructure that growing communities need.
- 1.11 The Surrey Structure Plan 2004 includes the following policies: -
- DN1 Infrastructure Provision
 - DN2 Movement Implications of Development
 - DN11 Affordable Housing
 - DN12 Social and Community Facilities
 - DN13 Leisure and Recreation Facilities
 - SE10 River Corridors and Waterways
- 1.12 Under the new system the Borough Council requested the opinion in writing of the Regional Planning Body (SEERA) on the SPD adopted in 2006, who responded that the SPD is in general conformity with the Regional Spatial Strategy (the emerging South East Plan).
- 1.13 Policy Hr 1 in the BLP provides that housing development will only be permitted as part of a comprehensive and co-ordinated strategy with the provision of, or contributions towards, all associated facilities and infrastructure. Policy Hr 3 provides that the Borough Council will negotiate, prior to granting planning permissions, to secure the provision of appropriate contributions towards a range of necessary infrastructure and other facilities. These BLP policies are reproduced in full in Appendix 1.
- 1.14 In September 2007, the Secretary of State for Communities and Local Government, issued directions pursuant to paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004, thereby those Structure and Local Plan policies specified above have been saved and continue to be used in determining planning applications.
- 1.15 As new Development Plan Documents in the Reigate & Banstead Local Development Framework are adopted, they will replace saved policies in the

Borough Local Plan. Currently these documents are at an early stage in preparation, although they give an indication of the direction of future policy. In line with the Government's approach, the Council's preferred approach for the overarching framework - the Core Strategy - is to secure contributions from new development and work with infrastructure and service providers and developers to establish a programme for the adequate provision of new community facilities and infrastructure within the Borough. This will build upon and extend the approach taken in Horley, and is already in hand through the implementation of the Planning Obligations and Infrastructure SPD. The Core Strategy will encourage the co-location of community facilities, with an emphasis on opportunities in regeneration areas such as Horley and in accessible locations. Contributions play an important role in demonstrating the deliverability of proposals and enabling housing delivery. This SPD and the emerging LDF policies will enable the Council to make a smooth transition to the proposed CIL in due course.

Figure 1. Areas to which SPD's Apply



Service Providers

1.16 Surrey County Council (SCC) is the service provider for highways, schools, youth services, libraries, social services, the fire service, waste disposal and has responsibilities for public transport. The Borough Council is primarily

responsible for procuring the other forms of infrastructure and facilities, including affordable housing, community buildings, public open spaces, and have responsibility for waste collection. Horley Town Council also has some responsibilities. The Utility Companies provide other important services. In spatial planning and development control terms, the Highways Agency, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient strategic road network.

Funding Infrastructure

- 1.17 The statutory planning system regulates new development and the supply of land for new development. Therefore, property values can increase, sometimes by a substantial amount, when land is allocated for development in the BLP or when planning permission is granted for development. Where property values are so increased, landowners/developers should take into account the cost of the provision of necessary infrastructure as one of the costs of carrying out the development.
- 1.18 Necessary and related investment in infrastructure is an essential ingredient in the new development process. It should not be regarded as an element to be included only where the property price paid or agreed by the developer permits. It follows that the earliest possible identification, costing and timetabling of the infrastructure investments needed for new development, will enable landowners and developers to negotiate appropriate terms for the transfer of the relevant land interests.

Planning Obligations

- 1.19 New development in Horley will create the need for significant investments in infrastructure as part of the required comprehensive and co-ordinated approach. Developers are expected to provide the required infrastructure or to make fair and proportionate contributions towards provision. It is intended that this be secured through legal agreements known as planning obligations entered into before any planning permissions are granted. Heads of Terms for a Framework Agreement were published in January 2001 and were before the Inspector in considering objections into Policies Hr 1 and Hr 3 in the First Alteration (see inquiry document CD/226). The drafting of a model Framework Agreement itself took place in the period to March 2003.
- 1.20 A planning obligation is a legally binding document in the form of a deed pursuant to Section 106 of the Town and Country Planning Act 1990. Most are drafted so that they come into effect when the particular planning permission is granted but provide that the obligation to comply with the covenants will not arise unless and until the permission is implemented by the commencement of development on site. After implementation, the planning obligation is enforceable by the Borough Council. It is also registered as a Local Land Charge. The provisions are binding on the parties and their successors in title.

- 1.21 A planning obligation may set restrictions and impose requirements (which will, where possible, be timetabled relative to the development itself), in a range of matters such as land uses, infrastructure to be provided by the developer and payments to be made by the developer for infrastructure to be provided by the Borough or County Council, or by other service providers.
- 1.22 As part of the comprehensive approach, owners of land immediately adjoining the two main development sites (NE and NW Sectors) will be expected to enter into an agreement based on the model Framework Agreement. This recognises the infrastructure costs incurred by the main developers and aims to avoid a situation where other adjoining owners benefit without making a contribution to that infrastructure. In the case of smaller developments within the urban area, the approach involves a simpler mechanism of submitting unilateral undertakings (based on a standard document) with planning applications, in the interest of speed and consistency. The contributions required are set out in Appendix 2.

Implementation

- 1.23 Sections 2, 3 and 4 of the SPD set out the infrastructure requirements for the new development in Horley, based on detailed consultation with SCC and other service providers. All infrastructure provision will need to meet the requirements set out in the Horley Design Guide SPD, which includes the Flood Risk Development Brief. Phasing requirements and “triggers” are included in the model Framework Agreement. Expected costs are provided in Appendix 2 for guidance. Any necessary updating of these costs will be included in an Addendum and in the website version. These costs do not include contributions towards affordable housing on sites of one hectare or more or 25 units or more, which will be negotiated separately. It is recognised that there may be issues specific to the two Sectors and the scale of those developments, for which particular solutions to some contributions may need to be negotiated.
- 1.24 Service needs are normally calculated on the basis of the population increase that new development would generate. An average household size of 2.43 persons per dwelling (the occupancy rate for Horley in the 2001 Census) has been used for some Borough Council facilities. SCC has made its own calculation of future school population.
- 1.25 Planning obligations will normally be drawn up by or on behalf of the Borough Council. Developers will normally be expected to reimburse the Borough Council’s legal and other costs reasonably and necessarily incurred in preparing planning obligations, including developing the model Framework Agreement on which they are based.
- 1.26 The timing of the payment of financial contributions agreed as a planning obligation would be separately negotiated as part of drawing up the legal agreement. Contributions would be expected to be paid on commencement

of the development or at such other date as is agreed to be appropriate and may, where reasonable, be paid by instalments related to defined stages in the development process. The amounts of financial contributions will be fixed upon the signing of the agreement and then aligned to an agreed index or, where appropriate, to other published information until the date of payment. In the case of the smaller developments in the urban area, the Borough Council will collect and distribute the contributions to other providers.

- 1.27 All payments and property received by service providers pursuant to planning obligations will be dedicated to the purpose for which they are intended, unless otherwise provided for in the agreement.
- 1.28 In order to facilitate the timely delivery of infrastructure, including highway improvements and bus services, some of the works will be forward funded by the relevant organisations.
- 1.29 The NE Sector have already entered into a legal agreement based on the model framework agreement and principles in this SPD and commenced works on site in 2007. The NW Sector legal agreement is not yet finalised.

2. COUNTY COUNCIL SERVICES

TRANSPORTATION

- 2.1 As Highway Authority, SCC has responsibilities for maintenance and safety of public highways and for public transport. In relation to new development, all the infrastructure and other appropriate measures needed to facilitate the additional movements of people and goods in ways that are safe, sustainable and otherwise satisfactory will be sought from the developer. For residential development, the internal design and layout will normally be required to be in accordance with "Surrey Design" and the Horley Design Guide SPD.
- 2.2 Measures are necessary to ensure that the new development is accessible by sustainable transport modes such as walking, cycling and public transport. SCC has considered the extent to which the existing off-site infrastructure is able to accommodate the extra movements likely to arise in consequence of the new development in Horley. Where the capacity of the existing network is unable to accommodate additional traffic or where additional traffic would prejudice safety, the new development will have to provide or fund the necessary new or improved off-site infrastructure improvements.

Horley Community Travel Plan

- 2.3 Policy HR1 of the Borough Local Plan 2005 states that developments within Horley should seek to secure the projected 20% modal shift of peak hour traffic onto alternative modes as measured against what it would be without such measures. In order to achieve this investment is being made into public transport measures and new cycle and pedestrian networks.
- 2.4 Policy HR23 stipulates that a spine of convenient, safe and direct pedestrian and cycle routes will be provided in conjunction with the allocated housing sites and unidentified sites. Also, a local network of pedestrian and cycle routes will be required within the two major development sites.
- 2.5 Developers on larger residential and commercial sites would usually be expected to produce Travel Plans which would be monitored by SCC to ensure targets were being achieved. Consistent with the comprehensive approach a Horley wide Community Travel Plan has now been developed which will be overseen and delivered by SCC. This provides an innovative best practice approach.
- 2.6 The Horley Community Travel Plan includes a range of measures designed to secure behavioural change and resulting modal shift. These measures include targeted walking and cycling activities, promotional events, incentive programmes, training and personal travel planning.

- 2.7 A contribution will be taken from all 2,600 dwellings to the cost of delivering the measures within the Horley Community Travel Plan.

'Fastway' Quality Bus Route

- 2.8 A bus priority route corridor focusing on Horley Town Centre/railway station – Gatwick Airport – Crawley Town Centre/railway station has been introduced by SCC/West Sussex County Council (WSCC) to improve reliability, accessibility and attractiveness of the public transport in this corridor. This is part of a segregated system with measures to assist the movement of buses, including bus lanes; bus only movements; intelligent bus priority at signalised junctions; high quality bus stops with shelters, seating and real time passenger information displays, boarders (a built up part of the footway) and so forth every 400 – 500 metres (including bus stops in the town centre). The developers of all 2,600 dwellings should contribute an appropriate proportion of the capital cost of the core corridor within Surrey, i.e. Longbridge Roundabout to Massetts Road/Victoria Road, necessary to facilitate the development in Horley.
- 2.9 The Sector developers should fund the capital cost of corridor extensions from Horley Town Centre to each of the proposed NW and NE Sector developments. This will include measures to assist the movement of buses, including bus priority measures; bus only movements; intelligent bus priority at signalised junctions; high quality bus stops with shelters, seating and real time passenger information displays, boarders and so forth. Similarly, an annual maintenance sum for 10 years for each corridor would be necessary.
- 2.10 Public transport information terminals should be funded in full by the Sector developers, one in the NE Sector, and two in the NW sector with a 29% contribution towards one in the town centre and one at the railway station. Similarly, annual maintenance for 10 years after installation would be necessary.
- 2.11 Public transport information boards should be provided at the focal point of each development area, in the town centre and at the railway station, with annual maintenance for 10 years after installation. Funding would be the same as for the public transport information terminals.

Bus Services and Other Costs

- 2.12 The Sector developers should fund bus services to be implemented by SCC from each development area to the town centre/railway station and the developers of all 2,600 dwellings should contribute an appropriate proportion (29%) of the costs of the services along the core corridor, with the indicative frequencies set out below. The timescale for the funding is to be set out in the respective Section 106 Agreements.

Indicative Fastway Service Frequency

Weekday frequency	Weekend and Bank Holidays frequency
10-15 minute intervals 05.00 to 18.00	20-30 minute intervals 05.00 to 23.59
20-30 minute intervals 18.00 to 23.59	

- 2.13 The provision of a real time bus information system is proposed on the “Fastway” routes, displaying the time for arrival of next bus(es) at bus stops. The developers of all 2,600 dwellings are expected to meet the cost of the system in Horley. Maintenance of the system will also be required for 10 years after installation.
- 2.14 Alterations to existing local bus networks to the benefits of the new developments are yet to be determined and are likely to be made by the bus company on the basis of commercial decisions and with reference to the SCC supported bus network but should not require developer funding.
- 2.15 Provision of additional Horley Community Transport services, a demand responsive flexible bus service for those who cannot use conventional public transport services for accessibility reasons, should be funded by the developers of all 2,600 dwellings for 10 years from the start of the additional services.

Bus and Rail Interchanges

- 2.16 Improved bus and rail interchanges are required for Horley and should be funded by the developers of all 2,600 dwellings. The Horley Town centre SPD identifies the improvement of Horley Station as key to the successful regeneration of the town. At the railway station this includes new sheltered bus stops on both sides of Victoria Road and a signalised pedestrian crossing. In the town centre this would involve sheltered bus stops sited as close as possible to the High Street/Victoria Road junction. Any costs for moving statutory undertakers’ services would need to be borne in full by the developers.
- 2.17 Further bus/rail interchange improvements including car/taxi pick-up/set down and bus turnaround facilities are being made to the existing car park west of the station. These include improved pedestrian access to and within the station from Victoria Road and from the car park (including provision for lifts for disabled and other passengers not able to cope easily with stairs). Refurbishment and improved facilities at the station generally, like the real time bus information system, would make for a more attractive offer to potential passengers. Improved bus/rail interchange is also important in assisting in reducing reliance on the private car for those destinations not served by Fastway and for those wishing to use rail for their journey. The

developers of all 2,600 dwellings should contribute an appropriate proportion (29%) of the capital costs of the improvements.

Cycling and Pedestrian Facilities

- 2.18 The provision and funding of cycle and pedestrian routes from the development areas to key destinations like the town centre are necessary if the developments are to be planned in a truly sustainable way. This includes enhanced crossing facilities at junctions and roundabouts, particularly on the high-quality bus network. Facilities and links within the development areas are separate matters dealt with in the Horley Design Guide SPD. The Sector developers should fund those routes that are directly related to their developments. The costs of moving any statutory undertakers' services must also be borne in full by the Sector developers. Crossing the railway in the town centre is a key point on the pedestrian and cycle network. The Sector developers should therefore fund an improved crossing of the railway line, to be implemented by SCC. The developers of other allocated and unidentified sites making up the 2,600 dwelling requirement should also contribute towards these routes and improvements.
- 2.19 Cycle stands are required in the neighbourhood centres and in the town centre. The latter are of wider benefit and are likely to play an important role in encouraging cycling by residents in the development areas, as they clearly need to be able to leave their cycles safely in the town centre when they get there. In view of this, the Sector developers should fund in full the stands in their own areas and the developers of all 2,600 dwellings should contribute an appropriate proportion (29%) towards the town centre stands.

Highway Works

- 2.20 Both the NW and NE Sectors are currently accessed from roads unsuitable to carry the additional traffic generated, both during the construction phases and subsequently. For reasons of capacity and highway safety, a new access road is required to Bonehurst Road, Horley (A23) and Reigate Road, Hookwood, (A217) and passing through and serving the NW Sector. It will be possible to enter the development from either the A23 or the A217 and to get to anywhere in the development or to drive through between the two A roads. However, the road through the development will not necessarily be direct and will not act as a link road. For reasons of capacity and highway safety, a new access road is also required linking Langshott, Horley, (D336) and Cross Oak Lane, Horley, (D356) and passing through and serving the NE Sector.
- 2.21 A new junction will be required on Bonehurst Road, Horley (A23), involving both the A23 to A217 access road and an improved Cross Oak Lane (D356). A new junction on Reigate Road, Hookwood, (A217) will be required with the A23 to A217 access road.

- 2.22 As a result of the additional traffic generated by the 2,600 new additional dwellings on the highway network, improvements to the existing off-site junction at Longbridge Roundabout, Horley (A23/A217) and a further sum towards other off-site junction or general transportation improvements will also be required. Part of the costs of the improvements to the Longbridge Roundabout is included in the costs of the passenger transport infrastructure (see 2.3).
- 2.23 In addition, and in order to limit traffic generated from the NW and NE sectors using local roads nearby, traffic calming/management measures will be required. These should be provided in lanes to the north of Cross Oak Lane, for the NE Sector development and in Meath Green Lane, Horley, to the north of the NW Sector development.
- 2.24 These new access roads and junctions, off-site junction or general transportation improvements, and traffic calming management measures are prerequisites to any development in the NW and NE sectors. These are for the Sector developers to fund as a development cost, with the exception of the works outlined in paragraph 2.18 above where appropriate contributions will be sought from the developers of all 2,600 dwellings. It will be necessary for the Sector developers to appoint consultants to undertake the detailed design and contractors to undertake these works, all to the approval of SCC. It will also be necessary for the costs of altering any statutory undertakers' services to be borne in full by the Sector developers.
- 2.25 Developers are expected to provide as a development cost all on-site local distributor and residential roads, footpaths, bridleways and cycleway, parking spaces, including all associated surface water drainage, lighting, bus stops and lay-bys and other appropriate connections with the existing highway network. These should be provided to the standards set out in "Surrey Design" and in the Horley Design Guide SPD, including the Flood Risk Development Brief.

Horley Town Centre Public Realm and Landscape Improvements

- 2.26 Regeneration opportunities have been identified for Horley Town Centre linked to its economic potential and the town's expanding population. The regeneration objectives are set out in the Horley Town Centre Regeneration SPD which should be read alongside this document.
- 2.27 In order to facilitate town centre housing growth, create a safe and attractive environment and secure the town's economic regeneration, enhancements will be made to the physical environment of the town centre. This will include a series of highway improvements including redesigned junctions, pedestrianisation schemes and new cycle links along with improved street lighting, seating, signage and other works.

- 2.28 The majority of the funding for these works will be achieved either from external funding sources or through development contributions from town centre sites. It is however appropriate that the developers of all 2,600 dwellings should contribute to an appropriate proportion of the works.

EDUCATION

- 2.29 As the Local Education Authority (LEA), SCC provides school services, the revenue costs of which are accepted. However, where new housing development would give rise to an increase in the school population above the available capacity in the area or there is no suitable existing accommodation available, then it will be necessary to seek sites and a contribution towards the costs of providing the necessary buildings and/or improvements to existing buildings. The developers of all 2,600 dwellings should fund these. The BLP allocates two sites for two primary schools (one in the NW Sector and one in the NE) to ensure that new school provision is adequately accessible.

Primary Provision

- 2.30 The LA wishes to retain flexibility as to how it meets the additional demand over the ten-year period of the development. Nevertheless, there are some key considerations. Appendix 3 has additional information regarding primary provision.
- 2.31 An important aim is for local primary schools to serve local children within a community. This is sustainable and enhances community cohesion. Moreover, there would be an expectation of parents/carers that primary education would be provided in a new development.
- 2.32 The NW and NE Sectors will be distinct communities on either side of the A23 with appropriate infrastructure provided for these new communities.
- 2.33 Historically schools in the outlying villages of Charlwood and Burstow had been considered alongside the schools in Horley, as part of the Horley School Planning Area. For parental choice and sustainability reasons this is no longer considered appropriate and Charlwood Infant School and Burstow Primary School have been excluded from the Horley School Planning Area.
- 2.34 SCC uses a Primary Pupil Yield of 0.25, which means on average each dwelling of 2 bedrooms and above will yield 0.25 primary aged children, or 25 children per 1,000 dwellings. A development will typically have approximately 75% dwellings of 2 bedrooms and above. If all the developments in Horley have this ratio of 75% dwellings of 2 bedrooms and above, it is estimated that the additional 2,600 dwellings will yield about 488 primary aged pupils (age 5 to 11), or 70 per year group. The estimated yield would be 209 infant places and 279 junior places.

- 2.35 If the number of 2 bedrooms and above bedrooms exceeds 75%, then the pupil yield will be greater than estimated. One bedroom dwellings do also have children living in them, but this is a small yield in a typical development so can usually not be counted. Some types of housing have a higher density of occupation and this would cause the yield to be greater than estimated.
- 2.36 Primary school provision should be provided for multiples of 30 pupils, or Forms of Entry (FE). The provision of sufficient school places is a statutory duty and 2FE of primary provision must be provided by the NW & NE Sectors to mitigate the effects of these developments. Contributions to the cost of providing this accommodation are therefore required together with the provision of two serviced primary school sites of 1.2 hectare each.
- 2.37 Developers may be able to build a primary school at a lower margin and, therefore, at a lower cost than could SCC. Therefore the preferred option is for developers to build the necessary new primary schools.
- 2.38 The school site in the NE Sector provides an opportunity to build a new 1FE all-through primary school and children's centre and include provision for a nursery. The projected pupil yield from the NE sector from 710 dwellings at 75% dwellings of 2 bedrooms and above is estimated to be approximately 131 primary pupils or 19 pupils per year group, or about 0.6 FE. Therefore a 1FE primary school would be required in the NE sector.
- 2.39 A 1FE primary school in the NE sector would allow spare capacity for some pupils living in the NW sector as well as those yielded from further development to the east of the A23.
- 2.40 A school site within the NW Sector provides the option of building a new primary school. The projected pupil yield from the NW sector of 1,570 dwellings at 75% dwellings of 2 bedrooms and above would be about 294 primary pupils or 42 pupils per year group, which is about 1.4 FE.
- 2.41 This gives 2 options, either provision of a 1FE entry primary school, plus provision of 0.4 FE elsewhere, or provision of a 2FE entry primary school, with contribution for the 0.6 FE from elsewhere, or full provision of a 2FE entry primary school without a contribution from elsewhere.
- 2.42 The only alternative source of funding would be from the NE Sector. However, this would require there to be no primary provision in the NE Sector, which would not be satisfactory. Moreover, the primary provision in the NE Sector would be provided a number of years after the provision would be required by the NE Sector children.
- 2.43 The preferred option is for 2 x 1FE primary schools to be provided, 1FE in the NE Sector and 1FE in the NW Sector. This would provide primary provision for both new communities.

- 2.44 Meath Green Junior and Infant Schools are located close to the NW Sector. They are established schools and there would be potential for expansion. However, these schools would not be suitable for serving the NE sector owing to distance from the development. Moreover, the potential of these existing schools for expansion should be kept to allow for an increase in pupil numbers both as a result of the increased birth rate and also to allow capacity to accommodate the additional pupils yielded from new developments within Horley in the long-term future, in accordance with national policy guidance on housing (PPS3).
- 2.45 The Langshott Infant School will be required to continue to provide primary provision for children in the east area Horley.
- 2.46 Provision for nursery facilities to operate within the new neighbourhoods should be provided within new school buildings and neighbourhood centres. As developments also yield children below statutory school age, developers should contribute to the cost of providing nursery education.

Secondary and Post-16 Provision

- 2.47 SCC uses a Secondary Pupil Yield of 0.18, which means on average each dwelling of 2 bedrooms and above will yield 0.18 secondary aged children, or 18 children per 1,000 dwellings. It is estimated that the additional 2,600 dwellings will produce about 468 secondary aged pupils (11-16), giving 94 children per year group. If all the developments have the ratio of 75% dwellings of 2 bedrooms and above, it is estimated that the additional 2,600 dwellings will yield about 351 secondary aged pupils, or 70 per year group. This is over 2 Forms of Entry (2FE).
- 2.48 Oakwood School is the only option to provide additional secondary school places in Horley and a contribution towards building costs to provide additional classrooms and facilities will be required to meet the demands of the pupil yield.
- 2.49 While currently there is no post-16 education in Horley, there are concerns that provision should be made locally. A school the size of Oakwood would generate about 350 students in post-16 provision. Students presently travel to Reigate College, where there is spare capacity however this is unsuitable as a long-term arrangement. A proportional contribution (29%), to reflect the additional pupils generated by the 2,600 dwellings will be sought by SCC to be used for the provision of post-16 education facilities.

FIRE AND RESCUE

- 2.50 There is a slight risk that the present arrangements with WSCC, who currently provide fire cover for Horley from the station at Povey Cross, could be terminated and SCC may then have to provide a new fire station in the area. However, at the date of this document, the existing station could serve the proposed new development without significant additions.

- 2.51 Adequate access for fire fighting vehicles and equipment from the public highway must be available and may require additional works on or off site, particularly in very large developments. The provision of fire hydrants connected to water mains and the completion of other works necessary to ensure adequate supplies of water, in terms of both volume and pressure, for fire fighting will be sought at the detailed planning stage as a development cost.
- 2.52 Surrey Fire and Rescue strongly advise that all new residential buildings be fitted with active fire suppression systems, for example fire sprinklers. Active fire suppression systems are the most effective way of preventing death and injury in the event of a fire. Some of these systems will require additional mains water connections to dwellings. Where active fire suppression is integral to the approach taken, innovative design can be used to advantage, producing more design flexibility and cost benefits:
- reduced need for access to the perimeter of buildings
 - greater spacing and therefore fewer hydrants
 - greater scope for increased density and narrower streets
 - reduced need for turning facilities.
- 2.53 Water supplies should therefore be designed to allow the installation of fire sprinklers, particularly for residential developments. Further information can be obtained from the Fire and Rescue Service.

SOCIAL SERVICES

- 2.54 SCC is responsible for funding a broad range of social services, many of which are delivered through private or voluntary sector providers under contracted arrangements. These day-to-day costs are borne by the taxpayer but where new residential development generates additional demands, which cannot be served by existing infrastructure, appropriate developer contributions will be required.
- 2.55 Wherever practicable, SCC is committed to the local delivery of social services and this is often being achieved through the shared use of community buildings. SCC have not identified any direct capital cost items in Horley, but support those other requirements which are needed to help individuals access their services, e.g. the additional Community Transport services, the primary school in the North East sector, and the community halls in the North West and North East sectors, the latter facilitating a range of local community activities and also rooms for their “surgery” purposes.

COMMUNITY SERVICES

Adult Education, Library and Youth Provision

- 2.56 The existing library is located on the edge of the town centre shopping area. The building is nearly 40 years old. It can only be extended to the rear or

sideways and will continue to become less suitable and economic each year. A new information centre is required (ideally in a more central location) with more IT facilities to cater for the needs of an expanded Horley.

- 2.57 The production of the Horley Master Plan and the Town Centre Regeneration Study (2005) provide the ideal context to relocate this vital community facility to a more central and appropriate site to serve future public needs. Only a proportion (29%) of the costs of the new facility will be provided by developer contributions to reflect the proposed population increase.
- 2.58 The existing youth centre at Court Lodge helps to meet a number of needs and this important facility will remain in the short term. In recent years it has become apparent that there is a need for a more centrally located youth centre facility within Horley town centre and there are plans to refurbish the old fire station for this purpose. This will provide a central meeting place with appropriate fitting and equipment for local youths and young people. A proportion (29%) of the costs will be funded by developer contributions. The move to the town centre will not take place until the new provision is completed and ready to deliver a service. SCC resources would not stretch to accommodate two youth centres in Horley.
- 2.59 Adult Education is currently delivered under the banner of Lifelong Learning, mainly from the Court Lodge site. The provision of adult education throughout the county is subject to review. Provision in Horley will be determined once this is complete.

3. BOROUGH COUNCIL SERVICES

AFFORDABLE HOUSING

- 3.1 On sites allocated in the BLP the number or proportion of such units considered appropriate is specified. On unidentified sites the intention will be to seek the inclusion of appropriate amounts of affordable housing, in accordance with Policy Ho 2 and PPS3. In exceptional circumstances commuted payments towards the costs of providing affordable housing off site may then be acceptable. As part of the comprehensive approach, small sites abutting the NE and NW Sector developments should be developed as part of those Sectors (with access from them) and provide affordable housing at 25%.
- 3.2 The Borough Council will aim to ensure that the dwellings are in fact accessible to the types of household for which they are intended, and as far as practicable remain so. The involvement of a registered social landlord (RSL) will usually be essential. The saved 1998 Affordable Housing Provision SPG contains general guidance on how the policy will be applied, until it can be updated.
- 3.3 Affordable housing is defined as housing accessible and at a price, which is affordable to persons who have a local housing need and are on a low income, which is insufficient to meet their housing need in the open market, either to purchase or rent. It may include social rented housing and Intermediate Housing (including shared-ownership, shared-equity, other low cost homes for sale and intermediate rent). The normal requirement for sites will be a minimum of 15% (of all units on the site) being social rented units; with the balance of the affordable housing provided as a mix of other the tenures, subject to local need, and agreement with the Council.
- 3.4 Based on the East Surrey Strategic Housing Market Assessment (ESSHMA) 2008 and the particular circumstances applying in Horley, including other infrastructure requirements, the current policy requirement is for 25% of the 2,600 housing units provided is to be made available as affordable housing. The ESSHMA along with other relevant information, will inform future decisions, but at the date of this document such housing shall comprise the following types of affordable housing and a mix of accommodation defined separately:
- (a) *15% social rented housing (affordable housing units let by a RSL or Alternative Affordable Housing Provider (AAHP) at rent levels that are in accordance with the "target rents" set by the Housing Corporation)*
 - (b) *5% shared ownership housing (affordable housing units provided by RSLs or an AAHP to be sold to occupiers at a price, rental and percentage equity such*

that the monthly payments required shall be no more than 75% of the monthly charges required to purchase a comparable existing property in the Horley area)

(c) *and where justified on a site by site basis, 5% low cost housing (including shared equity housing) that is affordable housing units sold at no more than 75% of market value. Stair casing is a matter for detailed negotiation. Should 100% stair casing be agreed it would be subject to the recycling of net receipts to provide more affordable housing.*

- 3.5 As stated above, affordable housing provision may also include other Intermediate Housing, that is, housing for particular groups of local people in housing need (e.g. key workers) which is available to rent at rent levels of no more than 75% of the market rental for similar sized existing properties in the lower priced areas of Horley. Also, it should be noted that market housing sold at a low, but market price, due to the size, density, amenity or location of the property is not considered to be affordable housing unless it can be clearly demonstrated that it will be available to, and is in demand by, people identified as in local housing need and is significantly more affordable than existing properties on the open market.
- 3.6 It should be noted, however, that market housing sold at a low, but market price, due to the size, density, amenity or location of the property is not considered to be affordable housing.
- 3.7 The affordable housing percentages are to be calculated by reference to both the number of units and the number of bedrooms so as to ensure a balanced mix of dwelling types and sizes. An Affordable Housing Scheme will need to be submitted to and approved by the Borough Council before a detailed planning application is determined. This should set out the standards for the affordable housing, including the number of units, design, type, size, internal floor area and number of bedrooms for each unit. Ideally affordable housing should be provided to Lifetime Home Standards, but not if it makes the affordable housing too difficult to deliver.
- 3.8 Appropriate sites should be located throughout the two new neighbourhoods. No single part of a site or cluster of dwellings should normally provide more than 18 affordable units of any tenure or 12 rented units within the total requirement.
- 3.9 Recent research in the Borough into the housing needs of older people has identified an over-supply of traditional rented sheltered housing and a lack of extra care housing across all tenures (affordable and market). It is likely that a number of large extra care schemes for older people will be required in the Borough, with the NW Sector in Horley being identified as a location for one such scheme.

RECREATION AND LEISURE

General

- 3.10 Structure and Local Plan policies ensure that adequate public open space and outdoor playing space is provided to meet future needs in the areas of new residential development, ranging from small play areas with simple equipment for pre-school age children to playing fields for older children and adults. The precise standards applied are set out in the NPFA Six-Acre Standard (2001), and their application has been accepted by all parties for use in Horley and was adopted in the BLP. The need to carry out a borough wide needs assessment in accordance with PPG 17: Planning for Open Space, Sport and Recreation, in order to set new local standards is recognised, but this is a matter for the LDF not this SPD. The saved 1996 Outdoor Playing Space Provision SPG also contains guidance on design and other issues. The approach adopted is normally based on a hierarchy of provision in order to cater for the needs of different age and recreational interest groups, and minimum standards are applied.
- 3.11 The Sector developers will be required to provide facilities on site (except in the case of the off-site location of pitches etc at the proposed Town Park) as an integral part of the development and as a development cost. The extent of funding required will be determined by the Council and relate to the amount and type of outdoor playing space to be provided and the costs of purchasing, laying out and maintaining the land.
- 3.12 In addition to the provision of appropriate outdoor playing space in Horley, the Borough Council will require suitable arrangements for the future maintenance of such sites, including the provision of commuted sums for such maintenance where the developer does not propose to make specific arrangements for future maintenance of the open space and play facilities. However, the Council will only take on new open space, which is of sufficient size to enable it to be appropriately managed. Detailed planning applications will be scrutinised accordingly by the Council to ensure open spaces are appropriately located and will be manageable. Developers will have to make their own arrangements for smaller areas of open space. The Council will expect the management companies who will be maintaining the swales etc to also maintain any incidental open space areas within the Sector developments.

Children's Play Space

- 3.13 Provision of children's play space in the form of Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs), and Neighbourhood Equipped Areas for Play (NEAPs) is required to meet the needs of all 2,600 dwellings as a development cost, in accordance with the saved 1996 SPG. Provision for larger but fewer LAPs in the two new neighbourhoods will be acceptable, provided there is no overall reduction in the total area available. NEAPs

include a Multi Use Games Area (MUGA). A MUGA may also be provided as a separate entity. The Borough Council will require a commuted sum for maintenance if developers do not wish to arrange the maintenance themselves.

Town Park and Other Provision

- 3.14 Provision for pitch sports (and the necessary pavilion(s) etc) is required as a development cost in accordance with the NPFA Six-Acre Standard (2001) to meet the needs of all 2,600 dwellings, as there is already a shortfall in provision in Horley. Policies in the BLP provide that part of the provision for both NW and NE Sectors is provided in the sector in the form of a kickabout area, with the remainder commuted off-site to a Town Park proposed on land to the south of Smallfield Road. This gives the Sector developers more flexibility to use developable land in their Sectors and has management and cost advantages to the Borough Council over a number of smaller remote sites. Provision for pitch sports to meet the needs of the smaller developments in the urban area should also be commuted off-site to the Town Park.
- 3.15 The resulting requirement includes three football pitches, a cricket pitch, pavilion, landscaping and car park, together with a sum for acquisition and future maintenance, to be funded by all 2,600 dwellings. The Borough Council will require a commuted sum for the maintenance of the Sector kickabout areas, if the developers do not wish to arrange the maintenance themselves. Should the Town Park not be delivered on the land to the south of Smallfield Road, alternative options would have to be considered, including land within the two Sectors.
- 3.16 Other provision includes MUGAs in the NW and NE sectors, but changes between the categories of facilities, included within the non-pitch sports categories between the 1992 and the 2001 NPFA Six-Acre Standard, may affect the original proposals for commuting some of these facilities off-site to the Town Park. Thus, the provision of a LEAP, a MUGA, Skate Park/Ramp and Adventure Playground in the Park will depend on the detailed planning of the two Sectors

Leisure Centre

- 3.17 A need was identified in 1999 for a Leisure Centre serving Horley irrespective of the development of the 2,600 additional houses. This would replace the present Horley Anderson Centre swimming facilities at Court Lodge nearby and complement the existing dual use dry facilities at Oakwood School. Further details regarding the location, size of and activities within the centre, will be determined by the Council at the appropriate time. A 29% contribution, equivalent to the percentage addition to Horley's dwelling stock at 2001 attributable to the new development is therefore being sought from the developers of all 2,600 dwellings towards the cost. A similar contribution

is being sought towards the maintenance costs not covered by the income generated by the centre.

Allotments

- 3.18 Horley has only one allotment site at present, owned and managed by Horley Town Council, which comprises a total of 60 separate plots. There is already a serious shortage of plots in the town, judged by the town council's extremely long waiting list. It is recommended that every effort is made to bring forward the allotments provision that is set out in the NE and NW sectors. Full provision to the acknowledged standard of 0.5 acres per 1,000 population should therefore be made to meet the needs of all 2,600 new dwellings. Three new sites are proposed (see Policy Hr 35) on land in the NW and NE Sectors. The Borough Council will require them to be provided and laid out by the Sector developers, suitably fenced and drained, with an appropriate water supply, together with a commuted sum for maintenance funded by the developers of all 2,600 dwellings.

Riverside Green Chain

- 3.19 This is required to provide informal recreational space around Horley (presently lacking) and to safeguard and enhance the riverine environment in accordance with Structure Plan Policy SE10 and BLP Policy Hr 38. The latter policy contains further details. It will make use of land, which cannot be developed either because of the flood risk or nature conservation interest, fronting the River Mole and Burstow Stream, together with some existing open spaces and footpaths.
- 3.20 The capital cost sum sought from the developers of all 2,600 dwellings will enable the Borough Council to prepare, in consultation with the developers, an appraisal and land use plan, taking into account the proposals for the respective development sites, land ownership and other relevant considerations, to provide an 8km spine path, and for capital works such as seating, structural planting, footpath links and improved river crossings. It is anticipated that once the land is laid out, the Riverside Green Chain will be transferred to the Borough Council, together with a commuted sum for future maintenance.
- 3.21 The spine path would become part of the definitive footpath network as it links with several existing public rights of way. Its maintenance should therefore fall to the Highway Authority in the usual way. Notwithstanding the wider public benefit, the principal beneficiaries of this proposal will be the developers and the residents of the adjoining new development. 100% contributions to the setting-up and maintenance costs are therefore required from the developers of all 2,600 dwellings. The Sector developers may deliver their part of the Riverside Green Chain as an integral part of their development, provided the design concept and specification is agreed by the Council.

COMMUNITY SERVICES

Community Halls

- 3.22 It is important in community building and sustainability terms that community halls are provided early in the proposed NW and NE Sectors by the Sector developers. Each building should have at least one main hall with a ceiling high enough to cater for badminton. In addition there should be several different sized secondary multi-function rooms suitable for different users including County Council services, Surrey Primary Care Trust and Surrey Police for example. Externally accessible supervised public conveniences should be provided with each hall or, alternatively, provided separately as part of the adjacent local centre.
- 3.23 The Council will develop a building and running costs model and suggest management arrangements and will have regard to the Sport England Design Guidance Note on Village and Community Halls. It is envisaged that the halls would be handed over to the local community or a trust once established, as the Borough Council would not have the ongoing revenue resources to run them. This is consistent with the Borough Council's Corporate Plan priority of Self Reliant and Thriving Communities. If the Sector developers do not wish to arrange the maintenance themselves, an ongoing maintenance contribution and a one-off management fee for the first two years of operation will be required by the Borough Council for each hall prior to handover. A Management Company will be set up for both Sectors to take on ongoing management of certain areas and this Company would take responsibility for management of the community halls if no other model were established.

Local Shops and Services

- 3.24 Sites should be made available by the Sector developers for the provision of local shops and services in each neighbourhood at Open Market Value (OMV). Existing buildings should be reused where possible. Flats may usefully be sited over such commercial uses to assist viability. Other facilities could also be provided, including local leisure facilities such as a pub/restaurant, also local workshops/offices. Public conveniences should be provided as part of each local centre or alternatively provided with each community hall. There should be no cost implications for the Local Authorities and the long-term provision for the management and maintenance of the shops and other facilities must be secured to the satisfaction of the Borough Council.
- 3.25 A site should be made available at 50% of OMV in the NW Sector for local community based religious groups to establish and operate in the neighbourhood, if required. Either a united (or jointly used) building or single use premises may meet demand. An accessible location close to other community facilities would be appropriate.

Horley Day Centre

- 3.26 The Regent House Day Centre in the Town Centre is well located and well used. An earlier proposal was to extend the current facilities, rather than provide a new centre or new services in the neighbourhood community halls. Unfortunately, land adjoining the Centre is no longer available and the Borough Council is reviewing whether provision for the new residents would be best provided by the extension of other facilities, the use of the new neighbourhood halls and or by improved community transport facilities. Provision should be funded by the developers of all 2,600 dwellings, together with a commuted sum towards the additional maintenance costs.

Recycling Facilities

- 3.27 The Borough Council operates a 'bring scheme' for recycling which requires accessible points for the deposit and collection of recyclable materials. A site of approximately 100m² in or adjacent to each neighbourhood centre car park should be provided by the Sector developers, as a 100% infrastructure cost, suitable for a range of recycling bins and skips, with a drained hard surface, dropped kerbs and fencing/screening. The site should be maintained as part of the centre, at no cost to the Borough Council, but there is no requirement for the developers to equip the facility. Consideration of the provision of local recycling points of approximately 25m² in individual housing areas will be dealt with as part of the normal development cost items (see also Horley Design Guide SPD).

On-site Closed Circuit Television (CCTV)

- 3.28 The Borough Council works in partnership to reduce crime and the fear of crime in town and local centres through the use of CCTV. CCTV should therefore be provided in the neighbourhood centres and the larger play areas by the Sector developers, following consultation at the detailed design stage with the police and others on the position of the cameras and on maximising the benefits of CCTV. A contribution would also be sought from the Sector developers towards the maintenance of the additional cameras and the monitors in the Police Station at Reigate, but not the Control Room itself, which is maintained and staffed by the Surrey Police. Any system must be compatible with the Borough Council's existing infrastructure. Following the guidance in the Horley Design Guide SPD will also assist in designing out crime. This may reduce part of the need for CCTV.

4. OTHER SERVICES

ENVIRONMENT AGENCY

4.1 The Environment Agency vision is:

A healthy, rich and diverse environment for present and future generations.

This means:

- A better quality of life
- An enhanced environment for wildlife
- A "greener" business world
- Wiser, sustainable use of natural resources
- Cleaner air for everyone
- Improved and protected inland and coastal water
- Restored, protected land with healthier soils
- Limiting and adapting to climate change
- Reducing and managing flood risk

4.2 The Environment Agency welcomes early consultation on development proposals and encourages pre-application discussions. The planning team can be contacted at:

planning.se@environment-agency.gov.uk

Developers should contact the Agency under the following circumstances: Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures in, under, over or within 8 metres of the brink of a main river.

4.3 The Agency has no infrastructure requirements as such but as “Guardian of the Water Environment” supports the Borough Council’s proposals for a Riverside Green Chain, utilising land in the floodplains of the River Mole and the Burstow Stream. River Corridors are of great importance for water resources, nature conservation, fisheries and recreation and make a significant contribution to the character of the landscape.

HEALTH SERVICES

4.4 The NHS South East Coast Strategic Health Authority is responsible for developing strategies for the local health services and ensuring high-quality performance. They manage the NHS locally and also ensure that national priorities are integrated into local (health) plans. The Surrey and Sussex Healthcare NHS Trust provide hospital and Emergency Services. The Surrey

Primary Care Trust (PCT) holds the health care budget for this area and is responsible for improving health and developing the services provided by GPs and other primary care professionals. They provide services like health visiting, district and school nursing, and make sure that hospital care and other specialist treatments are available. They also work with local pharmacists, dentists, and opticians.

- 4.5 The PCT has identified a need for a site for a surgery, accommodating four doctors and their supporting staff, together with a dentist, in the NW Sector. A facility in an accessible location in the Neighbourhood Centre, close to other community facilities, should be provided by the Sector developers to an agreed specification early in the development programme. The building will then be taken on a long lease by the PCT. The developers of the additional dwellings to the west of the A23 should contribute an appropriate proportion of the capital cost of the facilities. Some patients presently using the existing Horley Health Centre in Victoria Road are likely to move to the new facility and their place taken by new residents from the NE Sector. As such, no separate additional facility would be needed in the NE Sector.

UTILITY COMPANIES

- 4.6 The utility companies are responsible for the supply of electricity, gas, water, and telecommunications as well as sewage disposal. The companies are normally able to provide infrastructure necessary to serve new development though the exercise of their statutory powers and by agreement with the interested parties. Where difficulties are identified the Borough Council will not permit new development to proceed without assurances that the essential infrastructure will be provided at the appropriate time.
- 4.7 Thames Water Utilities Limited (TWUL) have indicated that foul drainage from the proposed NW Sector will flow to the Horley Lee Street Sewage Treatment Works, while flows from the NE Sector will drain to the Burstow Sewage Treatment Works. However, there may prove to be a need to locate/rationalise these and other works in the area to provide the necessary additional wastewater treatment capacity and/or for environmental requirements. Developers will be required to demonstrate that there is adequate wastewater capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. They will also be required to show that if development is located adjacent to the Sewage Treatment Works that there will be no loss of amenity due to odour. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing infrastructure/loss of amenity. Contact with Thames Water's developer services regarding wastewater can be made on:

developer.services@thameswater.co.uk or 0845 850 2777.

ENERGY

- 4.8 The Horley Design Guide SPD gives details of the requirement for a proportion of energy consumption being provided from renewable energy sources. Developers should therefore carry out a feasibility study to show how this can be achieved. Should the study show that 'Combined Heat and Power' generation, preferably as part of a district-heating scheme, can be achieved, then appropriate contributions would be sought towards making such provision.

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HORLEY GENERAL POLICIES

General Policy on Comprehensive Approach

- 14.25 **Introduction:** The Surrey Structure Plan 1994, in identifying Horley as an area in Surrey where provision should be made for 2,600 dwellings, also stated that such development should be subject to the requirements of a comprehensive plan for Horley prepared through a review of the Borough Local Plan. The reason for requiring the development to be comprehensive is because of the importance of assessing the cumulative impact of a series of individual developments upon Horley. It was considered important to learn lessons from the past when developments in Horley were permitted, often on appeal, in an incremental and piecemeal fashion, such as at the Langshott estate, where the full impacts of the whole development were not assessed.
- 14.26 The Borough Council has prepared a comprehensive and co-ordinated strategy for this development in Horley, which has been described in the preceding section. Having prepared such a strategy the Borough Council believes that it is important that no individual major development should be permitted which undermines the principles of this overall strategy.
- 14.27 Considerable work has been undertaken by Surrey County Council to respond to Government guidance concerning setting road traffic reduction targets and the part land use planning has to play. 2,600 houses in Horley would typically generate in the region of 1,700 vehicle trips in the morning peak. A policy driven target approach of a 20% reduction, based on an analysis of suitable household trip rates, could result in 350 fewer trips. This is substantially accommodated by the active provision of alternatives to the private car and local facilities in close proximity to the housing. This target is included within Surrey County Council's Local Transport Plan.
- 14.28 **Purpose:** To ensure that housing development on the allocated sites is not piecemeal and to ensure that there is co-ordination between the housing development and infrastructure and community services. To establish the basis for the detailed transportation policies. Therefore, active proposals for meeting the transportation requirements of the housing developments will be expected to be consistent with the aim of securing the target of a 20% reduction in peak hour traffic. This is by comparison with the amount of traffic that would otherwise have been generated by the developments without such proposals.

Policy Hr 1

Housing development in Horley will only be permitted as part of a comprehensive and co-ordinated strategy for the provision of infrastructure and community facilities which seeks to secure a projected 20% modal shift of peak hour traffic onto alternative modes as measured against what it would be without such measures.

Planning applications in respect of each site must be accompanied, as appropriate, by comprehensive and co-ordinated transportation networks

and the appropriate location of community facilities.

Amplification

- (1) The area of Horley for the purposes of this Chapter is coincident with the Central Horley, Horley East and Horley West Wards.*
- (2) The policies in the Plan should be read as a whole because together they make up a comprehensive and co-ordinated strategy.*
- (3) The approach to infrastructure provision in relation to unidentified sites will be applied flexibly to make sure that it does not inappropriately influence the choice of the eventual development.*
- (4) It has been accepted by the Borough Council, the County Council and by Government that the anticipated future demand for travel by car cannot be met in full. It is therefore necessary to manage the demand so that it can be satisfied at an acceptable environmental and financial cost. This can only be achieved with a major modal shift away from the private car to alternative forms of travel. Consequently, areas of new development should include pedestrian, cycle and public transport facilities, provided by the developer in addition to any new highway infrastructure required on-site or off-site, in order to meet the travel needs generated by the development.*
- (5) The timing of the provision of the transportation networks in relation to each phase of housing construction will be agreed in the context of the Framework Plans required by Policy Hr 2B.*

Infrastructure Contributions

- 14.32 **Introduction:** Policy Hr 1 states that development will only be permitted as part of a comprehensive and co-ordinated strategy. This land use strategy identifies the housing allocations and the infrastructure and facilities necessary to ameliorate the impacts caused by such development and to ensure that it integrates well with the existing urban area. Without such infrastructure and facilities development will not be permitted. The necessary infrastructure and facilities include roads, schools, bus routes, playing fields and open space, community and other facilities. To secure this infrastructure and facilities it is appropriate to negotiate for developer provision or contributions through planning obligations or other appropriate arrangements e.g. planning conditions, highway and drainage agreements.
- 14.32 **Purpose:** To secure from the developers provision of or financial contributions towards specifically identified infrastructure in accordance with ODPM Circular 05/2005 (Planning Obligations) principles.

Policy Hr 3

Prior to granting planning permission, the provision of appropriate contributions towards the following infrastructure and facilities necessary for the development of allocated housing sites and unidentified sites in Horley will be secured by negotiation:

- (i) **Public transport (Policies Hr 21 and Hr 22);**
- (ii) **Pedestrian and cycling routes (Policy Hr 23);**
- (iii) **New roads and junctions (Policy Hr 24);**
- (iv) **Recreation and leisure (Policies Hr 33, Hr 34, and Hr 35);**
- (v) **Riverside Green Chain (Policy Hr 38);**
- (vi) **Education (Policies Hr 39 and Hr 40);**
- (vii) **Community facilities (Policies Hr 41 and Hr 42A).**

Amplification

- (1) *Such provision or contributions will be secured by the Borough Council through negotiation on Section 106 planning obligations and other appropriate arrangements.*
- (2) *The above list is of the main items of infrastructure but there may also be unforeseen (and other minor items) to which the developers will also be required to provide or contribute.*
- (3) *Affordable housing will also be secured through section 106 (of the Town and Country Planning Act 1990 as substituted by the 1991 Act) planning obligations but is not included in this policy but is included in the housing allocation policies.*
- (4) *The approach to infrastructure provision in relation to unidentified sites will be applied flexibly to make sure that it does not inappropriately influence the quantum of the eventual development.*
- (5) *The Borough Council has taken account of the guidance in ODPM Circular 05/2005. It is satisfied that the requirement of the provision of or contributions towards infrastructure and facilities as specified in the policy is necessary, relevant to planning, and directly related to the proposed development. The level and timing of the provision or contributions is a matter for detailed*

***Proposed First Alteration to Reigate & Banstead Borough Local Plan 1994
Revised Deposit Draft July 2000 incorporating Proposed Modifications 2004***

negotiation and will need to be fairly and reasonably related in scale and kind and reasonable in all other respects. The Borough Council has prepared a Supplementary Planning Document to explain its proposals for each item of infrastructure or a new facility in detail.

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HORLEY MASTER PLAN
INFRASTRUCTURE CONTRIBUTIONS PER DWELLING

	<u>NE Neighbourhood (710)</u>	<u>Small urban sites east of A23</u>
	<u>Payment per dwelling</u>	<u>Payment per dwelling</u>
TRANSPORTATION		
Community Travel Plan	£202	£202
"Fastway" Quality Bus Route Works	£1,853	£1,217
Bus Services and Other Costs	£4,299	£1,055
Cycling and Pedestrian Facilities	£669	£669
Highway Works	£6,971	£227
Town Centre Public Realm Works	£446	£446
	£14,440	£3,816
EDUCATION		
Nursery Provision	TBA	TBA
Primary	£5,211	£5,211
Secondary	£2,623	£2,623
Post 16	£134	£134
	£7,968	£7,968
COMMUNITY SERVICES		
Library and Youth Centre	£407	£407
Community Hall	TBA	N/A
Local Shops and Services	TBA	N/A
Horley Day Centre	£108	£108
Recycling Facilities	TBA	TBA
CCTV	£122	N/A
	£637	£515
RECREATION AND LEISURE		
Children's Play Space	£2,463	£0
Town Park/Other Provision	£1,226	£1,226
Leisure Centre	£1,305	£1,305
Allotments	£32	£32
Riverside Green Chain	£1,362	£1,362
	£6,388	£3,925
TOTAL	£29,433	£16,224

NOTES

Contributions annotated TBA have not been finalised at the date of this document. Any necessary updating of these costs will be included in an Addendum and in the website version.

The major differences between the Sector contributions relate to Highway Works and non-core Bus Routes.

There are a few items which are required town-wide but are not justified by the additional dwellings alone, such as a Leisure Centre. Only a proportion of the costs attributable to the 2,600 additional dwellings would therefore be sought. The proportion is 29%, being equivalent to the addition to Horley's dwelling stock at 2001 (8809) of the 2,600 dwellings.

Some items are to be provided by the developer as a development cost. Some items are to be provided by the developer partly as a development cost and partly through contributions. It is recognised that there may be issues specific to the two Sectors and the scale of those developments when particular solutions to some contributions may need to be negotiated.

The provision of children's' play space and maintenance will be calculated on a site-by-site basis e.g. a LAP @ £12,000 with a commuted maintenance payment of £6,000 per year.

The contribution per dwelling includes an allowance of 7% for non-collection to ensure that sufficient contributions will be forthcoming to meet all the obligations. If all the 2,600 additional dwellings fully contribute credits may become payable.

The estimated cost of each obligation will be updated using an appropriate index until the date of payment, such as ATCO, BCIS, DTL, PUBSEC, RPI, and LM01.

Reigate & Banstead Borough Council encourages the provision of affordable housing. The infrastructure charges will not apply to:

1. Affordable housing being developed on sites already owned by a Registered Social Landlord (RSL); or
2. Affordable housing where the whole site will be developed for affordable housing; or
3. Sites being developed by an RSL with a mixture of affordable and market housing; and where the sale of the market housing will be used to subsidise the development of affordable housing on the same site. Provided in all cases that the proposed affordable housing meets local housing need in terms of access to it, tenure split, dwelling sizes, and affordability.

Where a site meets one of the above criteria a planning agreement will be required to ensure that the site is developed wholly or partially for affordable housing and that any capital receipts from the sale of market housing, if the development is to be exempt, is reinvested to provide affordable housing in the Borough.

Affordable housing, or sites, not meeting one of the above criteria will be subject to the normal charges.

HORLEY MASTER PLAN
INFRASTRUCTURE CONTRIBUTIONS PER DWELLING

	<u>NW Neighbourhood (1570)</u>	<u>Small urban sites west of A23</u>
	<u>Payment per dwelling</u>	<u>Payment per dwelling</u>
PUBLIC TRANSPORT		
Community Travel Plan	£202	£202
"Fastway" Quality Bus Route Works	£1,627	£1,217
Bus Services and Other Costs	£3,249	£1,055
Cycling and Pedestrian Facilities	£669	£669
Highway Works	£3,870	£227
Town Centre Public Realm Works	£446	£446
	£10,063	£3,816
EDUCATION		
Nursery Provision	TBA	TBA
Primary	£5,211	£5,211
Secondary	£2,623	£2,623
Post 16	£134	£134
	£7,968	£7,968
COMMUNITY SERVICES		
Library and Youth Centre	£407	£407
Community Hall	TBA	N/A
Local Shops and Services	TBA	N/A
Horley Day Centre	£108	£108
Recycling Facilities	TBA	TBA
CCTV	£57	N/A
Doctors Surgery	TBA	N/A
	£572	£515
RECREATION AND LEISURE		
Children's Play Space	£1,729	
Town Park/Other Provision	£1,226	£1,226
Leisure Centre	£1,305	£1,305
Allotments	£32	£32
Riverside Green Chain	£1,362	£1,362
	£5,654	£3,925
TOTAL	£24,257	£16,224

NOTES

Contributions annotated TBA and those relating to the NW Sector have not been finalised at the date of this document. Any necessary updating of these costs will be included in an Addendum and in the website version.

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PRIMARY EDUCATION

Births in Horley Wards

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Horley Central	93	87	88	91	91	90	86	62	58	80	84	91
Horley East	70	66	67	69	69	68	50	62	50	76	57	60
Horley West	97	92	93	95	96	94	85	81	72	88	94	86
Total	260	245	248	255	256	252	221	205	180	244	235	237

- 1.1. The table shows that births in Horley fell from 1998 to 2002. This led to a fall in the number of children entering school and a consequent fall in Numbers on Roll. This led to spare capacity in primary schools. It also led to the belief that numbers would continue to fall and that the spare capacity would increase. However, the birth rate has recovered and numbers of pupils in primary schools will increase from a low point and spare capacity will decrease.
- 1.2. When Charlwood Infant School and Burstow Primary School were considered part of the Horley School Planning Area, the apparent availability of places was inflated, owing to spare capacity in both of these schools. As this capacity cannot be considered as primary provision for Horley, the availability of places needed to be revisited.
- 1.3. The following maintained primary schools serve Horley:

	Published Admission Number (PAN)	Total Capacity	Number on Roll (NOR) Jan 2005	Number on Roll (NOR) Jan 2006	Number on Roll (NOR) Jan 2007
4+ Places (Infant)					
Horley Infant	80	240	229	226	201
Langshott Infant	60	180	125	141	115
Manorfield Primary	30	90	92	87	75
Meath Green Infant	70	210	210	210	204
Total 4+ Places	240	720	656	664	595
7+ Places (Junior)					
Yattendon Junior	100	400	441	445	432
Meath Green Junior	90	360	352	356	359
Manorfield Primary	30	120	138	154	134
Total 7+ Places	220	880	931	955	925
Total Primary Places	460	1600	1587	1619	1520

- 1.4. It is considered good practice to have some surplus places to allow for demographic changes, such as families with children moving into the area served by a school. However, having surplus places reduces the efficiency of

the education provision. The Audit Commission considers up to 10% surplus places to be acceptable, with greater than 10% surplus places not considered to be Best Value.

- 1.5. As at 2008 there is an immediate need for junior places as provision is already overstretched. There is still some infant capacity. However, as new housing is developed, it is reasonable to expect families will occupy a large proportion of these. Therefore the developments will yield children who will need to have education provision made available for them.

	Published Admission Number (PAN)	Total Capacity	Number on Roll (NOR) Jan 2007	Pupil Yield	Projected NOR	Shortfall
Total 4+ Places (Infant)	240	720	595	209	804	84
Total 7+ Places (Junior)	220	880	925	279	1204	324
Total Primary Places	460	1600	1520	488	2008	408

- 1.6. An additional 209 infant pupils added onto the January 2007 Number on Roll (NOR) would bring the total NOR to 804. This produces a deficit of 84 places. The numbers are forecast to increase, increasing the deficit. A 1 Form of Entry (1FE) infant school accommodates 90 pupils. This gives a projected need of a 1FE infant places.
- 1.7. An additional 279 junior pupils added onto the January 2007 Number on Roll (NOR) would bring the total NOR to 1204. This would produce a deficit of 324 places. A 1 Form of Entry (1FE) junior school accommodates 120 pupils. This gives a projected need of a little under 3FE junior places.
- 1.8. An additional 488 junior pupils added onto the January 2007 Number on Roll (NOR) would bring the total NOR to 2008. This would produce a deficit of 408 places. A 1 Form of Entry (1FE) primary school accommodates 210 pupils. This gives a projected need of 2FE primary places.

Steve Clark
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Reigate & Banstead Borough Council
Town Hall
Reigate
Surrey RH2 0SH

For further information on the Local Development Framework please visit the Council's website www.reigate-banstead.gov.uk under Business and Planning > Planning > Planning policies > Local Development Framework

or telephone the Council's Help Line on 01737 276000