Development Management Plan Regulation 19 Consultation Fact Sheet

Infrastructure provision

This note covers:
- ➢ Infrastructure to support development, including education, healthcare and transport
- ➢ Provision of cemeteries and crematoria

DMP objectives	DMP Policy Approach	Document Ref
Objective PS2: Ensure future cemetery and/or crematorium provision is located consistent with sustainability proposals Objective PS4: Plan for improvements to existing infrastructure and services, and/or the provision of new infrastructure and services, to meet the needs created by new development	CEM1: Cemetery and crematorium provision INF1: Infrastructure Infrastructure Schedule INF2: Community Facilities INF3: Electronic Communication Networks OSR2: Open Space in New Developments	Theme 3, Section 2, pages 79-80 Theme 3, Section 4, pages 151-155 Theme 2, Section 2, pages 46-47 Annex 6, pages 191-235

Context

Development to meet the borough's housing needs and to support the local economy must take place sustainably, which means ensuring that adequate infrastructure is provided (and existing infrastructure enhanced) to accompany new development.

The term infrastructure covers a range of facilities and services which support people's lives. It includes roads, public transport services, health and education facilities, emergency services, community and leisure facilities, utilities (such as water, gas and electricity supplies and broadband) and public open spaces.

Developers will make a fair contribution to provision of new infrastructure to meet needs generated by new development. A full schedule of the required infrastructure for the plan period is included in Annex 6 of the DMP.

With regard to crematoria and cemeteries, these need to be provided in the most sustainable locations.

Development Management Plan (DMP) policy starting point

The starting point for the policy approach to infrastructure is:

- National planning policy, which sets out that Local Plans should plan positively for the development and infrastructure required in an area and requires the Council to work closely with partners to assess the quality, capacity and ability of local infrastructure to meet future

demands. National planning guidance also encourages local authorities to make clear what infrastructure is required to support new development and who is going to fund and provide it.

- The Council's Core Strategy which recognises that infrastructure is a key part of "sustainable development" and requires that new infrastructure should be provided ahead of, or alongside, new development. Policy CS12 sets out commitments to ensuring infrastructure is provided alongside development, enhancing provision (including green spaces and community facilities), and securing funding, to be implemented in part through the DMP.
- The Council's Infrastructure Delivery Plan (2015 and 2016) which identifies the infrastructure required to support planned levels of growth, including specific projects where these are known.

The following reports have been produced in support of the DMP:

➤ The Education Infrastructure Needs Evidence Paper assesses likely future demand for school places. This identifies that two new primary schools and a new secondary school are likely to be needed in the Redhill/Reigate area, and across the borough other schools may need to be expanded.

➤ The Health Infrastructure Needs Evidence Paper concludes that more healthcare capacity is likely to be required in Redhill/Reigate and Horley. Additional beds may also be required at East Surrey Hospital.

➤ The Strategic Highway Assessment, which shows that most roads in the borough will be able accommodate additional traffic from new development, but that a number of routes and junctions, which are already at or nearing capacity, will require improvements in the future.

➤ The Horley Open Space Assessment identifies a need to provide additional parkland, formal sports pitches and children's play areas in the Horley area, and the Open Space, Sports and Recreation Assessment identifies the need for similar facilities across the borough.

Summary of policy approach

Overall approach to securing infrastructure: Different mechanisms will be used to provide new infrastructure. This includes the Council:

➤ working closely with infrastructure providers;
➤ having planning policies to require particular types of infrastructure to be provided as part of new development (e.g. open space, measures to reduce flooding); and
➤ requiring developers to pay for the infrastructure required both to serve their developments (through legal agreements), and more widely (through the Community Infrastructure Levy).

Schools: A new school is scheduled for development in the Reigate and Redhill area, at the site of the former Redhill Law Courts (closed in 2017). A further potential site is included for development as part of the urban extension site to the East of Redhill. A new primary school will also be built as part of the Horley North West Sector development.

Healthcare: The DMP proposes that a site for a new healthcare and community facility could be provided by developers as part of any future urban extension in the South Park & Woodhatch area.

Roads and transport: All new developments which are likely to generate significant amounts of movement will need to fund any improvements needed to ensure the development would not worsen congestion on local roads. For the urban extension sites and strategic employment site the

DMP identifies the improvements to roads, pedestrian and cycling links and public transport facilities which would be required as part of any new development.

Open space: New housing developments will need to provide public open space, children's play space and (on larger sites) outdoor sports facilities to meet the needs of future residents. Specific public open space requirements have been identified for a number of the urban extension sites and the strategic employment site in Horley.

Cemeteries and Crematoria: Proposals for these uses will be supported if they provide good access, are not at risk of flooding, and would not be harmful to bio- or geodiversity, or the amenity of neighbouring uses. Proposals on Green Belt land will not be supported unless there are very special circumstances.

Frequently asked questions

How will local roads cope with the additional cars and traffic? Transport modelling undertaken for the Council shows that most roads and junctions in our borough can accommodate the traffic generated by new development. However, some routes and junctions are already at or nearing capacity, and in these places improvements are likely to be required – this could include changes to the road layout or improved walking, cycling and public transport options to reduce car use. Surrey County Council is responsible for most roads, but the Borough Council will continue to work with the County Council to find solutions.

Will there be enough school places for local children? The County Council has responsibility for ensuring there are enough school places in the area. Two potential new sites for primary schools in the borough have been identified – we will work closely with education providers to make sure new schools are provided in the right places.

How is new infrastructure going to be funded? Some of the funding for infrastructure projects will come from service providers, the Government and other organisations such as the Local Enterprise Partnership. Developers will also be required to pay towards infrastructure improvements through the Community Infrastructure Levy and, in some cases, through legal agreements with the Council.

Have your say

If you would like to find out more, or comment on the Development Management Plan Regulation 19 consultation document, please visit **www.reigate-banstead.gov.uk/DMP** where the full set of consultation documents is available, and where you can complete or download a comments form. Alternatively contact the Planning Policy Team at LDF@reigate-banstead.gov.uk or 01737 276178.