



Development Management Plan (Regulation 19) Infrastructure Delivery Plan

November 2017

Contents

1. Introduction.....	1
2. Education.....	5
a. Early Years.....	8
b. Primary School Provision	11
c. Secondary School Provision.....	15
3. Healthcare	19
a. Primary Healthcare Facilities.....	20
b. Acute Healthcare Facilities	26
4. Utilities	29
a. Water supply	29
b. Waste Water Connections and Treatment.....	30
c. Gas and Electricity Distribution and Supply.....	33
d. Telecommunications.....	33
5. Flood Resilience	35
6. Highways Transport: Strategic and Local Highways Network.....	37
7. Sustainable Transport: public transport, cycle and pedestrian infrastructure.....	46
a. Train	46
b. Bus	46
c. Active Transport Modes.....	46
8. Cemeteries and Crematoria.....	48

Annex 1

Infrastructure Schedule

List of Figures

Figure 1 Key Infrastructure Providers and Infrastructure Providers

Figure 2 Primary school planning areas within the borough

Figure 3 Secondary school planning areas within the borough

- Figure 4 Location of state, academy and free schools within the borough
- Figure 5 Pupil forecasts for primary school planning areas Banstead and Woodmansterne and Tadworth, Walton and Preston
- Figure 6 Pupil forecasts for Merstham primary school planning area
- Figure 7 Pupil forecasts for Reigate primary school planning area
- Figure 8 Pupil forecasts for Redhill primary school planning area
- Figure 9 Pupil forecasts for Earlswood & Salfords primary school planning areas
- Figure 10 Pupil forecasts for “RBBC’s Core Strategy Area 2” (consisting of Merstham, Reigate, Redhill and Earlswood & Salfords primary school planning areas)
- Figure 11 Pupil Forecasts for Horley primary school planning area
- Figure 12 Pupil Forecasts for Banstead secondary school planning area
- Figure 13 Pupil Forecasts for Reigate and Redhill secondary school planning area
- Figure 14 Pupil Forecasts for Horley secondary school planning area
- Figure 15 Clinical Commissioning Group (CCG) areas
- Figure 16 GP surgeries / medical centres within the borough
- Figure 17 Practice boundaries of GP surgeries / medical centres located within Reigate and Banstead borough
- Figure 18 List of road network hotspots within the borough
- Figure 19 Map of road network hotspots within the borough
- Figure 20 Capacity of cemeteries in neighbouring boroughs

1. Introduction

- 1.1 Creating and developing sustainable communities is a central aim of national planning policy, as expressed in the [National Planning Policy Framework](#) (NPPF paragraph 12), which includes positive planning for the infrastructure needed in the area. The term “Infrastructure” refers to the physical facilities and services needed for the borough and its communities to function successfully. These include roads, cycleways, power supplies, schools and medical centres, which support the development of the area.
- 1.2 This Infrastructure Delivery Plan (IDP) summarises the key infrastructure required to support the scale, type and location of development proposed in the pre-submission Development Management Plan (DMP) for the period 2018-2027. The DMP is the Borough Council’s Local Plan Part 2 (Part 1 being the 2014 Core Strategy), and has been prepared to align with and to deliver the Core Strategy.
- 1.3 Considering the adequacy of, and the need for, new and improved infrastructure has been integral to preparing the DMP. Much of the information has therefore been presented previously throughout the preparation of DMP, in the [Infrastructure Delivery Plan Addendum \(March 2015\)](#), and the [Infrastructure Delivery Plan Addendum June 2016](#). The key issues and findings of the 2016 Technical Assessments¹ on [education](#), [health](#), and [cemeteries and crematoria](#) prepared to support Regulation 18 of the DMP are updated and summarised in this IDP. These documents are all available on the Council’s website.
- 1.4 This IDP also includes the relevant key issues and projects identified in the [Strategic Flood Risk Assessment 2017](#), the [Strategic Transport Assessment 2017](#), and the [Sustainable Urban Extensions Technical Report, June 2016](#).
- 1.5 In accordance with national planning policy (NPPF paragraph 162), in preparing the DMP, the Council works with infrastructure providers and with neighbouring authorities on an iterative basis, to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, health, education, and flood mitigation, and the ability of this infrastructure to meet forecast demands. Understanding the forward and investment plans of infrastructure providers has been vital to this two-way process. The scale and location of development proposed by the Council’s

¹ Reigate & Banstead Education Infrastructure Needs Assessment 2016; Health Infrastructure Needs Assessment 2016; Transport Assessment 2016; Sustainable Urban Extensions Technical Report 2016 are available at http://www.reigate-banstead.gov.uk/info/20381/emerging_planning_policy/761/dmp_-_evidence

emerging DMP also informs the forward plans and investment strategies of infrastructure providers.

1.6 The Infrastructure Schedule (IS) at Annex 1 has been prepared to support the DMP, and to demonstrate how it will be delivered in a supported and sustainable way. The Schedule, lists the key infrastructure projects required to support delivery of the DMP. For each infrastructure project, the Schedule includes the project cost, committed funding and any funding gaps, who will deliver it, timing of delivery, as well as potential risks and contingencies for critical infrastructure projects. In accordance with national planning policy guidance ([PPG Local Plans; paragraph 018 Reference ID: 12-018-20140306](#)) the Schedule of key infrastructure to support the DMP is also included within the DMP itself (as Annex 6). Where new infrastructure relates to a specific site allocation, such infrastructure projects are also included as requirements within site allocation policies.

Figure 1: Key Infrastructure and Infrastructure Providers

Infrastructure Type		Delivery Agency
Education	Early years	<ul style="list-style-type: none"> • Surrey County Council • Private providers
	Primary and Secondary schools	<ul style="list-style-type: none"> • Surrey County Council • Academies (including Multi-Academy Trusts) • Free schools • Independent schools
Healthcare	Primary Healthcare facilities	<ul style="list-style-type: none"> • NHS England SE • Clinical Commissioning Groups : <ul style="list-style-type: none"> ○ East Surrey CCG ○ Surrey Downs CCG ○ Crawley CCG ○ Private GPs services
	Acute Healthcare facilities	East Surrey Hospital
Utilities	Water supply	<ul style="list-style-type: none"> • Sutton and East Surrey Water • Thames Water
	Wastewater connections and treatment	Thames Water
	Gas and electricity supply and distribution	<ul style="list-style-type: none"> • UK Power Networks (UKPN) • SGN (formerly Scotia Gas Networks)
Flood resilience	Flood risk reduction, including Urban drainage systems	<ul style="list-style-type: none"> • Environment Agency • Surrey County Council (as Lead Flood Authority) • Developers
Highways Transport	Strategic road network	Highways England
	Network of motorways and trunk roads, which in the	

	borough include network of motorways, including the M25 and M23 motorways in Reigate & Banstead borough and beyond and the A240, A217, and A23 within the borough.	
	Local road network	Surrey County Council
Sustainable Transport	Train	<ul style="list-style-type: none"> • Network Rail • Southern Rail (Brighton Main Line : London Bridge and London Victoria to Reigate via Redhill) • Great Western Railway (North Downs Line: Gatwick via Redhill) • Govia Thameslink Railway (GTR)
	Bus	<ul style="list-style-type: none"> • Commercial bus operators including Metrobus, Southdown & London Buses • Surrey County Council – commissions socially-necessary bus services and some other bus services
	Active transport modes : (cycle and pedestrian footpath networks)	Surrey County Council
Cemeteries and crematoria		Reigate & Banstead Borough Council
Green infrastructure	Parks Natural and Semi-natural green spaces Amenity and landscape land outdoor sports pitches outdoor youth facilities children's play facilities	<ul style="list-style-type: none"> • Reigate & Banstead Borough Council • Private developers and community groups
Community facilities	Libraries	Surrey County Council
	Community centres Leisure centres	<ul style="list-style-type: none"> • Reigate & Banstead Borough Council • Private operators on behalf of RBBC
Emergency Services	Ambulance	<ul style="list-style-type: none"> • South East Coast Ambulance Service (SECAmb)
	Fire and Rescue	<ul style="list-style-type: none"> • Surrey Fire and Rescue (SFRS)
Telecommunications	Broadband infrastructure	<ul style="list-style-type: none"> • Telecoms operators including BT commercial network, • Virgin media commercial network, • Surrey County Council (Surrey Superfast Broadband project)
	Mobile phone network	<ul style="list-style-type: none"> • Mobile phone operators –

		Three O2, and Vodaphone
Waste and recycling	Waste collection Waste disposal and treatment	<ul style="list-style-type: none"> • Reigate & Banstead Borough Council and commercial collection companies • Surrey County Council and private waste companies

- 1.7 Whilst the DMP, as a Local Plan, must be positively prepared, it must also be realistic if it is to be “deliverable” and therefore “effective” (NPPF, paragraph 182). This requires identifying the timing and costs of infrastructure to support the plan, including ensuring that the infrastructure and policy requirements of the plan as a whole do not jeopardise its delivery.
- 1.8 The cost of developers of providing and improving infrastructure to support the DMP, (including through the Community Infrastructure Levy and s106 planning obligations and highways agreements), are considered through viability testing of the DMP alongside policy costs, as recommended by [national planning policy guidance](#) (PPG Local Plans; paragraph 018 Reference ID: 12-018-20140306). This will be reported in a separate DMP Viability Study.
- 1.9 The Infrastructure Schedule is not a list of all proposed projects in the borough. Infrastructure projects which are not required to support the DMP are not listed in the Schedule, but are included in the infrastructure provider’s plans, such as Surrey County Council School Organisation Plan 2016. Many of the infrastructure providers, such as utilities companies, are private sector working within a regulatory framework, overseen on behalf of the Government by independent regulators. The planning framework period for many infrastructure providers is subject to the regulatory framework which commonly reviews a shorter time period than the Local Plan period.
- 1.10 Infrastructure needs and infrastructure providers’ plans are likely to change over time, and evolve as further work is undertaken over the plan period. The Infrastructure Schedule at Annex 1 will therefore be updated throughout the process to adoption of the DMP, as further information becomes available.
- 1.11 The borough council has have been working with Surrey County Council, with other districts and boroughs in the county, and with the County Council’s consultant AECOM in the production of the [Surrey Infrastructure Study 2016](#), and its 2017 revision which is currently being prepared. One of the aims of this county infrastructure plan is to direct investment to where funding gaps are identified.

2. Education

- 2.1. The lead organisation for school place planning and commissioning within the borough is the local education authority for the area, Surrey County Council. The County Council has a statutory duty to offer all school-age residents a school place, and has been successful in meeting parental preference.
- 2.2. Schools may be delivered by a variety of organisations, academies which include Free School, Trusts and voluntary aided schools, and private schools. Most state schools in Surrey are local authority maintained. Extensions to existing state schools are generally planned and managed by Surrey County Council as the local education authority.
- 2.3. All new schools are now delivered by academies (often now provided as part of an Academy Partnership), or free schools (a type of academy); only as a last resort does Surrey County Council as deliver a new school. Surrey County Council may deliver a new school, for example if no academy or free school expressed interest. SCC would then make a bid to the EFA for funding to construct and on-going running costs of running a new school.
- 2.4. The introduction of the Academies Act in May 2010, has led to a number of schools in Surrey converting to academy status, and to the opening of new primary academy in 2013, Lime Tree Primary School in Merstham. Whilst Academies are publicly-funded, they are operated independently of local authorities. As with private schools, academies have significantly greater autonomy than local authority maintained schools (including length of the school day, the curriculum, and staffing). Multi-Academy Trusts (MAT) are organisations operating under a single charitable company, that that run a number of academies, including free schools, sometimes spread across several local education authority areas. For example, “GLF” is a MAT now active in the borough, and includes Lime Tree Primary School in Merstham.
- 2.5. Free schools are state-maintained schools, and are expected to offer a broad and balanced curriculum. They are also subject to Ofsted inspections and are expected to comply with standard performance measures. The new Hatchlands primary school planned to open in Redhill in September 2018 will be the borough’s first free primary school. Merstham Park School, a new secondary free school is proposed to open in September 2018.
- 2.6. Surrey has the largest proportion of pupils educated in independent fee-paying schools of all education areas in the country outside of London, with some 36,835 school spaces (source: school census 2010). Approximately 22 per cent of the county’s school age population attend a private school, compared

approximately seven per cent nationally across the country (source: Department for Education). Although the proportion of pupils educated privately varies widely across the county and the borough, the private school sector in the borough plays a role in the supply of school places in the borough.

- 2.7. Surrey County Council forecasts the supply and demand for school places over the next decade in its [School Organisation Plan](#) (December 2016), which covers the period 2015 – 2026, almost the entire plan period of the Development Management Plan.
- 2.8. The SCC School Organisation Plan 2016 for Reigate & Banstead borough has included many primary school expansions as well as new schools needed to accommodate the rise in number of births over the last decade, which peaked in 2010. Over the coming decade, a significant proportion of this natural population growth will move to the secondary school sector. Surrey County Council is working to accommodate these future needs through planned school expansions and new schools. House-building in the borough will add to the future need for school places, as many of the children will be moving into the new homes from outside of the borough. The need for additional school places arising from both natural population growth and the development planned in the Development Management Plan is considered in Sections 2b) and 2c) on primary and secondary provision respectively.
- 2.9. For the purposes of primary and secondary school planning, schools are arranged in “school planning areas”, shown on Figures 2 and 3. The areas are based on geographic proximity of schools, connections between schools such as feeder links and typical ‘catchment’ areas of schools. Most schools in the borough do not use simple geographic catchment areas for schools admissions, rather a number of other criteria.
- 2.10. The borough is currently split into seven primary planning areas with 34 state primary/infants/junior schools (10 having nursery provision), and three secondary planning areas with six state schools (three including post-16 provision). These are shown on Figures 2, 3 and 4. The borough is also served by East Surrey College and Reigate College, both within the Reigate and Redhill area.
- 2.11. Special educational needs centres are provided within three mainstream primary schools and one secondary school in the borough. The borough also has three Special Education Needs Schools (SEN), one for pupils with severe learning and development difficulties, one for pupils with learning and additional needs, and one for pupils with social, emotional and mental health needs. There are also three short stay Pupil Referral Units in the borough. The location of state schools across the borough is shown on the map at Figure 4 (Source:

Surrey County Council, 2017)

2.12. To consider the need for, and to and plan for the future educational requirements arising in the borough, the borough Council prepared an [Education Infrastructure Needs Assessment 2016](#) to support the Regulation 18 DMP. The 2016 Needs Assessment included additional “sensitivity” testing of SCC’s pupil projections to adjust SCC’s pupil yield assumptions to actual population profiles observed in the borough’s large-scale new development. Sensitivity testing of the urban extensions also included prediction of demand for additional school places to 2035.



Figure 2: Primary school planning areas within the borough
Source: Surrey County Council School Organisation Plan 2016

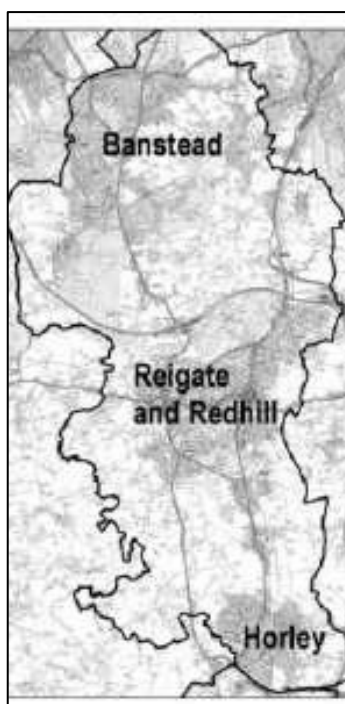


Figure 3: Secondary school planning areas within the borough
Source: Surrey County Council School Organisation Plan 2016

- 2.13. This assessment work has been updated in 2017 in light of the draft site allocations (which includes sustainable urban extension site allocations) and the likely scale and distribution of non-allocated sites (as was used to inform the Strategic Transport Assessment 2017). This includes 75 dwellings / year from “windfall” sources, which are non-identified sites whose numbers and broad locations are based on trends from recent years.
- 2.14. Surrey County Council (SCC) re-ran its demographic forecasting software “Edge-ucate” in October 2017 using this data. The “background / base” growth in the school-age population was forecast from a base projection (from ONS birth data), and migration trends in pupil movement, relative to the ONS data, using the model. The County Council then added on the planned housing growth using the housing data included in the draft Regulation 19 DMP. The “planned housing” element of SCC’s child yield forecasts was based on research of observed child yields from new developments. This is taken from research by COGNISANT Research for SCC, undertaken between November 2014 and February 2015, which surveyed actual child yields from developments in the county completed between 2008 and 2014.

a. Early Years

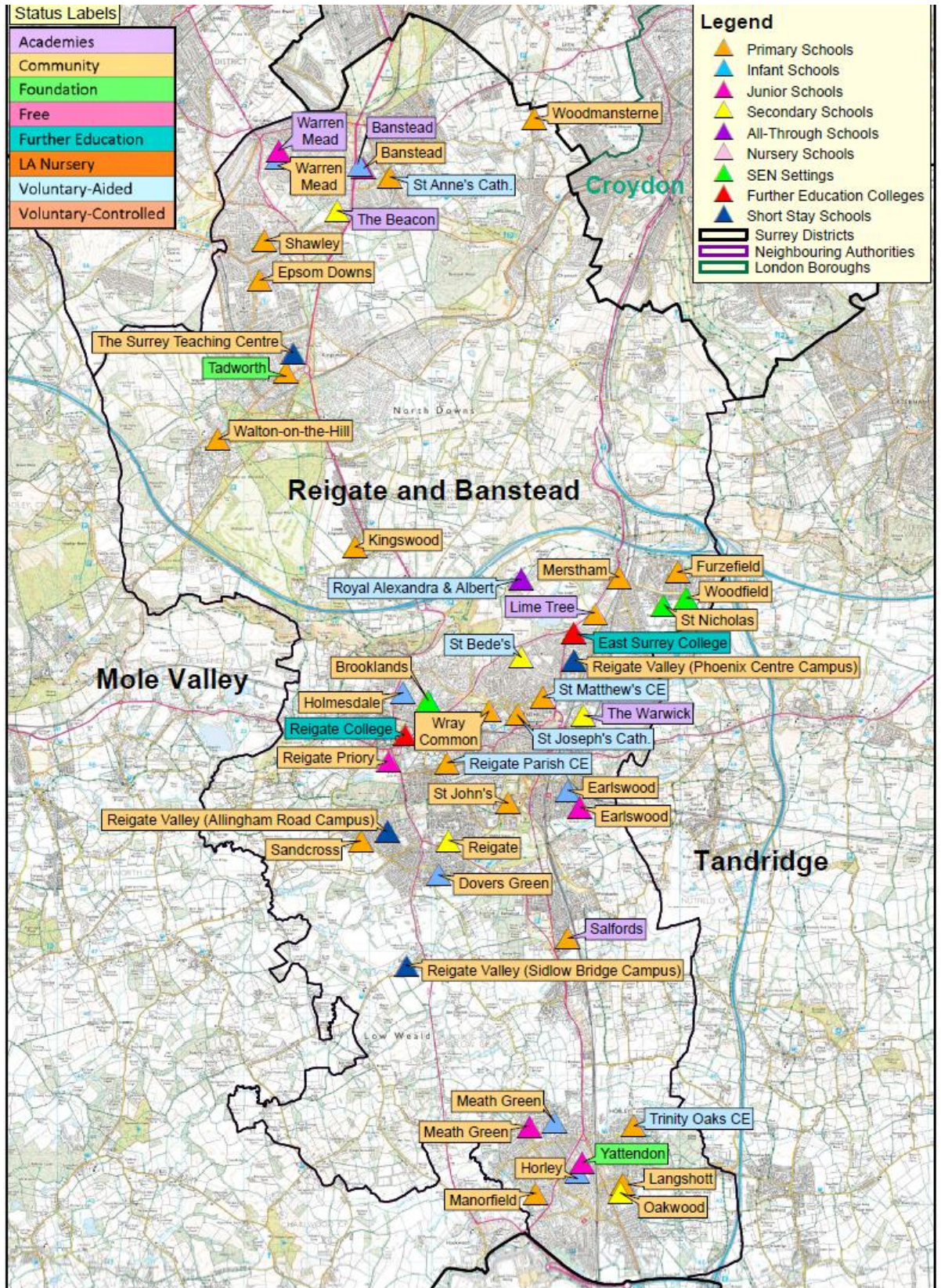
- 2.15. As the local education authority for the borough, under the Childcare Act 2006,

Surrey County Council has a duty to ensure that there are sufficient childcare places to meet demand. Surrey County Council has responsibility for identifying any gaps in early years provision, and for providing certain elements of Early Years provision. In considering whether there is a need for additional free early education places in the county, Surrey County Council considers increases in population and planned housing developments as well as other factors, including spring terms occupancy rates, which are all analysed at ward level. Surrey County Council has advised that early years provision is ideally included within new primary schools planned in the area, to meet the needs of increased population.

- 2.16. Demand for additional places can also result from changes in government policy. For example, the an increase in the number of free entitlement places offered to children of working parents access (to 30 hour free childcare per week) has had an impact on the number of places that each provider can offer. In the past a school could have had two cohorts a day, each accessing 15 hours, whereas now, approximately 30% of those children will now be provided with 30 hours per week.
- 2.17. [Surrey County Council's Childcare sufficiency assessment update report 2015](#) has identified where current provision will not be sufficient to meet future identified demand for early year's childcare provision. Recent additional provision in Horley and Merstham community buildings is to meet current needs, and would not support any future increase in need in these areas. There is currently a need for additional early year's capacity within the Redhill area, as there is currently no spare capacity for further children.

Figure 4: Location of state, academy and free schools within the borough

Source : Surrey County Council, September 2017



b. Primary School Provision

- 2.18. Primary school provision in the borough is provided for children ages 4 – 11 within primary, infant and junior schools. At present, all primary school provision is co-educational, and Surrey County Council anticipates that this position will endure. Surrey County Council will avoid arrangements that involve large admission intakes outside the common admission points at Reception (YR) and Year 3 (YR3).
- 2.19. New schools are generally provided as all through primary schools, rather than separate infant and junior schools, to provide continuity between Key Stages 1 and 2. However, the County Council also considers existing local arrangements where these are clearly beneficial to education, such as to maintain a feeder link between an infant and a junior school, or reducing transport needs in rural areas. The council will seek to strengthen existing links between feeder schools if the opportunity arises.
- 2.20. As described above (2.13 above) SCC has modelled the impact of planned and projected urban growth over the plan period on primary school place needs. This considers demand at the two primary key stages: YR R (EYFS) and YR 3 (KS2).
- 2.21. The two primary school planning areas in the north of the borough are Banstead/ Woodmansterne and Tadworth/Walton/Preston. Figure 5 below shows that the small forecast deficit in admissions numbers within the Tadworth, Walton and Preston primary school planning area would be offset by the surplus available in nearby Banstead and Woodmansterne, so there is no forecast need for permanent expansions.

Figure 5: Pupil forecasts for primary school planning areas Banstead and Woodmansterne and Tadworth, Walton and Preston

Source: Surrey County Council Pupil Forecasts (October 2017)

Tadworth, Walton and Preston				Banstead and Woodmansterne		
Year	YR PAN ²	YR Projection	Projected Surplus/ Deficit	YR PAN	YR Projection	Projected Surplus/ Deficit
2018/19	295	303	- 8	210	204	6
2019/20	295	307	- 12	210	196	14
2020/21	295	293	2	210	191	19
2021/22	295	298	- 3	210	194	16
2022/23	295	302	- 7	210	197	13
2023/24	295	305	- 10	210	199	11

² Published Admissions Numbers (PANs) for primary schools will not normally be less than 30 or greater than 180, and will normally be multiples of 30 or 15.

2024/25	295	307	- 12	210	200	10
2025/26	295	307	- 12	210	200	10
2026/27	295	307	- 12	210	199	11

Figure 6: Pupil forecasts for Merstham primary school planning area

Source: Surrey County Council Pupil Forecasts (October 2017)

Merstham			
Year	YR PAN	YR Projection	Projected Surplus/ Deficit
2018/19	90	122	- 32
2019/20	90	112	- 22
2020/21	90	114	- 24
2021/22	90	117	- 27
2022/23	90	118	- 28
2023/24	90	119	- 29
2024/25	90	119	- 29
2025/26	90	120	- 20
2026/27	90	120	- 30

Figure 7: Pupil forecasts for Reigate primary school planning area

Source: Surrey County Council Pupil Forecasts (October 2017)

Reigate			
Year	YR PAN	YR Projection	Projected Surplus/ Deficit
2018/19	330	344	- 14
2019/20	330	333	- 3
2020/21	330	330	0
2021/22	330	336	- 6
2022/23	330	339	- 9
2023/24	330	341	- 11
2024/25	330	342	- 12
2025/26	330	343	- 13
2026/27	330	344	- 14

Figure 8: Pupil forecasts for Redhill primary school planning area

Source: Surrey County Council Pupil Forecasts (October 2017)

Redhill			
Year	YR PAN ³	YR Projection	Projected Surplus/ Deficit

³ Includes new 2FE Hatchlands School, opening September 2018

2018/19	330	271	59
2019/20	330	272	58
2020/21	330	273	57
2021/22	330	281	49
2022/23	330	286	44
2023/24	330	291	39
2024/25	330	295	35
2025/26	330	298	32
2026/27	330	299	31

Figure 9: Pupil forecasts for Earlswood & Salfords primary school planning areas

Source: Surrey County Council Pupil Forecasts (October 2017)

Earlswood & Salfords			
Year	YR PAN	YR Projection	Projected Surplus/ Deficit
2018/19	210	213	- 3
2019/20	210	214	- 4
2020/21	210	212	- 2
2021/22	210	216	- 6
2022/23	210	219	- 9
2023/24	210	221	- 11
2024/25	210	223	- 13
2025/26	210	225	- 15
2026/27	210	226	- 16

2.22. The primary school planning areas of Merstham, Reigate, Redhill, and Earlswood / Salfords are in close proximity Surrey County Council generally plans for these as a whole, as there is significant pupil movement between areas. The County Council has therefore combined the four forecasts (Figures 6, 7, 8 and 9) into a single forecast, which is provided as Figure 10.

Figure 10: Pupil forecasts for “RBBC’s Core Strategy Area 2” (consisting of Merstham, Reigate, Redhill and Earlswood & Salfords primary school planning areas)

Source: Surrey County Council Pupil Forecasts (October 2017)

RBBC’s Core Strategy Area 2 (consisting of Merstham, Reigate, Redhill and Earlswood & Salfords primary school planning areas)			
Year	YR PAN ⁴	YR Projection	Projected Surplus/ Deficit
2018/19	960	950	10

⁴ Includes new 2FE Hatchlands School in Redhill, opening September 2018

2019/20	960	931	29
2020/21	960	929	31
2021/22	960	950	10
2022/23	960	962	- 2
2023/24	960	972	- 12
2024/25	960	979	- 19
2025/26	960	986	- 28
2026/27	960	989	- 29

- 2.23. The combined forecast for these four central-borough primary planning areas shows that at least one additional form of entry would be needed, commencing in September 2022 or 2023.
- 2.24. Surrey County Council has advised that as options for expansions of primary schools within this area are close to being exhausted. The County Council is open to discussing a potential site for a new primary school in the area, probably a 2FE, assuming that adequate developer funding could be secured.
- 2.25. DMP site allocations ERM2 and ERM 3 Land to west of Copyhold Works & Former Copyhold Works: Copyhold works) are proposed to be allocated for housing and serviced land for a 2FE primary school. Land required for a new primary school is likely to be approximately 1.5ha.
- 2.26. The site allocation specifies that the need for additional primary school provision should be re-assessed prior to a planning application for the site being submitted. Should needs have changed and if it is demonstrated that there is no need at the time of this planned development, the need for an alternative community facility should be assessed. If there is an identified need for an alternative community use, land should be provided to meet that need. If there is demonstrably no need for either, the land may be considered for housing development.
- 2.27. The site allocation ERM2/3 is likely to be developed towards the end of the plan period (towards 2027) if the Borough Council cannot demonstrate a 5-year year supply (plus 5% buffer), in accordance with Policy MSL1. Surrey County Council will therefore review the need for additional school places later in the plan period, as the urban extensions in this school planning area are developed.
- 2.28. Reigate and Banstead Council's Community Infrastructure Levy (CIL) [Regulation 123 Infrastructure List 2016](#) includes primary schools as infrastructure that will (or may) be funded by CIL (and not therefore by planning obligation). This includes primary schools within sustainable urban extensions, except for facilities located at Horley North West Sector and Town Centre and "site-specific facilities whose need is directly and wholly created by a specific

development and therefore necessary to make it acceptable in planning terms.”

2.29. As the need for serviced land for a 2FE primary school would not fully arise from the development of site ERM2/3, given the Council's Reg 123 Infrastructure List, land for a primary school may be secured as a CIL "Payment in Kind." Its value would be deducted from the overall CIL liability arising from the development on the site.

Figure 11: Pupil Forecasts for Horley primary school planning area

Source: Surrey County Council Pupil Forecasts (October 2017)

Horley			
Year	YR PAN	YR Projection	Projected Surplus/ Deficit
2018/19	300	320	- 20
2019/20	300	325	- 25
2020/21	360	315	45
2021/22	360	322	38
2022/23	360	327	33
2023/24	360	331	29
2024/25	360	331	29
2025/26	360	329	31
2026/27	360	327	33

2.30. As shown in Figure 11, the modelling for the Horley primary school planning area (equivalent to RBBC's Core Strategy Area 3), shows that the new 2FE primary free school planned to open in September 2020 for the Horley North West development accommodates all forecast demand within this planning area.

2.31. In line with the 2016 RBBC education modelling, the greatest pressure for additional provision in the primary school planning areas is in the Area 2 (Redhill / Reigate). With the two planned new schools in Redhill and Horley and the site allocation for a new primary school in Redhill, all forecast demand can be accommodated.

c. Secondary School Provision

2.32. There are currently six secondary state schools in the borough. In considering the need to expand provision either through temporary “bulge” classes or through expansion of permanent provision of secondary school, the County Council will plan for Published Admission Numbers (PANs) of between 150 and 360, normally in multiples of 30. Following the prolonged period of increased birth rate between 2005 and 2012, these children will be reaching secondary

school age between now and the end of the DMP plan-period.

Figure 12: Pupil Forecasts for Banstead secondary school planning area

Source: Surrey County Council Pupil Forecasts (October 2017)

Banstead			
Year	PAN	Projection	Projected Surplus/Deficit
2018/19	240	285	- 45
2019/20	240	280	- 40
2020/21	240	283	- 43
2021/22	240	301	- 61
2022/23	240	298	- 58
2023/24	240	302	- 62
2024/25	240	302	- 62
2025/26	240	312	- 72
2026/27	240	306	- 66
2027/28	240	294	- 54

2.33. Figure 12 above suggests that additional secondary capacity in Banstead, equivalent to almost 2FE is needed to serve the demand from natural population growth and urban development. However, the forecast has not factored in the impact of the opening in September 2018 of a new 6FE secondary free school outside the borough (in the London Borough of Sutton), the Harris Academy, a short distance from Banstead and Woodmansterne. Surrey County Council has calculated that this new school is likely to accommodate approximately 1.5-2FE of demand from the Banstead secondary school planning area. This will effectively accommodate the forecast demand. Taking this new school into account, Surrey County Council currently considers there to be no need for expansion in this planning area.

Figure 13: Pupil Forecasts for Reigate and Redhill secondary school planning area

Source: Surrey County Council Pupil Forecasts (October 2017)

Reigate and Redhill			
Year	PAN	Projection	Projected Surplus / Deficit
2018/19	1,053	981	72
2019/20	1,083	1,010	73
2020/21	1,083	1,012	71
2021/22	1,083	1,058	25
2022/23	1,083	1,101	- 18
2023/24	1,083	1,125	- 42
2024/25	1,083	1,105	- 22

2025/26	1,083	1,128	- 45
2026/27	1,083	1,113	- 30
2027/28	1,083	1,105	- 22

2.34. The school place forecasts have taken into account planned provision for expansion of existing schools and for the opening of new schools in the borough. A significant number of new school places (totalling 9 FE) have been planned for through the expansion of St Bede’s and Warwick School in Redhill (2FE and 1FE respectively) and the opening in September 2018 of Merstham Park School, a new 6FE Free School (with space to expand to 9FE if needed).

2.35. The small amount of further future demand (from September 2022) currently un-planned for could be accommodated through another small (1FE) expansion of an existing school. Surrey County Council is currently considering options to ensure that the additional school places are available when needed.

Figure 14: Pupil Forecasts for Horley secondary school planning area
Source: Surrey County Council Pupil Forecasts (October 2017)

Horley			
Year	YR PAN	YR Projection	Projected Surplus
2018/19	270	276	- 6
2019/20	300	303	- 3
2020/21	300	304	- 4
2021/22	300	335	- 35
2022/23	300	351	- 51
2023/24	300	352	- 52
2024/25	300	352	- 52
2025/26	300	364	- 64
2026/27	300	364	- 64
2027/28	300	350	- 50

2.36. Oakwood School is to be enlarged from 8FE at Year 7 to 9FE at Year 7, from September 2018. It is further proposed to enlarge the school from 9FE to 10FE, from September 2019. As a result, the school will be enlarged from a 1,200-place Secondary School in 2017 to a 1,500-place Secondary School in September 2023. The school would grow incrementally, year-on-year, as the higher intake of 300 pupils works its way progressively through the age range. Following this confirmed expansion, a further 2FE may also be needed. This would likely be planned in tandem with the further 1FE identified for Reigate & Banstead.

2.37. In line with the 2016 RBBC education modelling, the greatest pressure for additional provision in the secondary school planning areas is in the Area 2

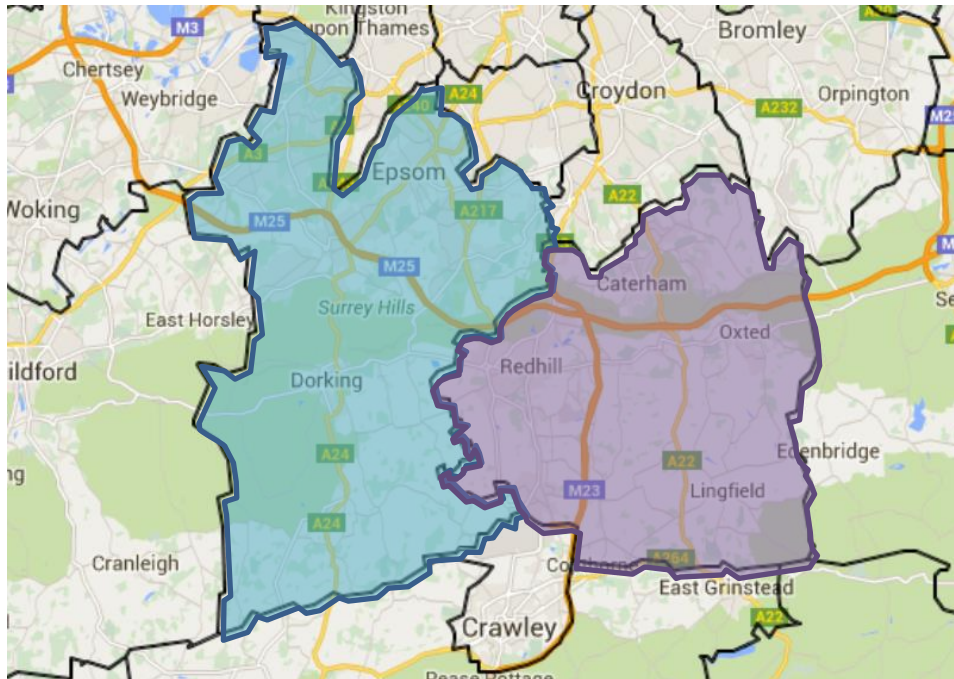
(Redhill / Reigate), which will be accommodated by the planned school expansions and a new school.

3. Healthcare

- 3.1. The National Health Service Commissioning Board for the borough is NHS England South (South East) area team. For the purposes of the Duty to Co-operate, this organisation is a “prescribed body”. Commissioning within the health sector has undergone significant reform arising from the Health and Social Care Act 2012, including the move to clinically-led commissioning. In 2013 Clinical Commissioning Groups (CCGs), led by local General Practitioners (GPs) took over responsibility alongside NHS England for planning and commissioning hospital, community and mental health services, replacing Primary Care Trusts. This reform was designed to ensure commissioning of health provision is more responsive to the needs of local populations. GP Practices are partnership private companies, contracted to provide services to NHS England through the CCGs. These CCGs are also “prescribed bodies”.
- 3.2. Clinical Commissioning Groups (CCGs) report to NHS England, who has overall responsibility for commissioning primary, mental health services and acute care services. NHS England South (South East) is currently responsible for commissioning of primary care (including GPs and dental services) and specialist services. Approximately 80% of CCGs across the country have chosen to take on the commissioning of primary health services from NHS England, with the NHS Area teams (in this area, NHS England South (South East)) overseeing the quality and safety of services.
- 3.3. Three CCGs operate in Reigate & Banstead borough. As can be seen in Figure 15, the vast majority of the borough is covered by **East Surrey CCG**, which comprises GPs practices in the area south of the M25 in Redhill, Reigate & most of Horley. **Surrey Downs CCG** includes GP practices in the north of the borough, north of M25. Additionally, **Crawley CCG** has one GP centre in the borough, in Horley. These CCGs also provide services to residents outside of the borough in adjoining boroughs.
- 3.4. “Commissioning” is the process of buying in, and putting in place healthcare services to effectively meet the needs of the population. It is a complex process that includes assessing population needs, prioritising health outcomes, specifying requirements, securing services and monitoring quality of services. “Procurement” is the process of securing, or purchasing, those services.
- 3.5. Preparation of [Surrey’s Joint Strategic Needs Assessment](#) (JSNA) 2015, and more detailed analysis underpinning this, involves assessing patient and population needs and how well existing services are meeting those needs. The JSNA links into the strategic priorities set out in Surrey’s [Joint Health and](#)

[Wellbeing Strategies](#) that aim to improve health outcomes and develop commissioning plans that reflect the agreed strategic priorities. This includes determining where new service models or additional capacity are needed.

Figure 15: Clinical Commissioning Group (CCG) areas
Surrey Downs = Blue; East Surrey = Purple; Crawley CCG = clear
Source: NHS England, Mapbase: Google ©



- 3.6. In commissioning health services, the patient need to be addressed is then considered as part of the service specification, along with outcomes to be achieved, quality standards, access requirements and contractual terms and conditions. Following identification of service specification, the commissioning body engages with a range of potential providers.
- 3.7. Once the earlier stages have identified whether new service models or significant additional capacity are needed, how services might be configured and whether there is more than one potential provider able to deliver the service(s), these will inform a decision on whether to use an existing contract, or to use a procurement process to secure the provision of the services.

a. Primary Healthcare Facilities

- 3.8. The Boards of the three CCGs that serve the borough have all elected not to commission primary health care directly. As a result, NHS England South (South East) currently commissions all new and expansion of primary care facilities and services in the borough. These three CCGs are currently

operating under a 5-year Alternative Provider Medical Services (APMS) contracts. However, this may change in the next few years, as they may choose to commission their service / facilities directly again. However, CCGs remain involved in commissioning decisions during this period, as they still have responsibility for preparing a [Strategic Estates Plan](#). Although the three CCGs do not currently commission primary care, they continue to plan and commission community and mental health services, and hospital services.

- 3.9. The borough is currently served by a network of 16 GP practices which provide primary care services to residents. A list of the GP practices located within the borough is provided at Figure 16 with size of the current patient list and number of GPs within the practice.

Figure 16: GP surgeries / medical centres within the borough

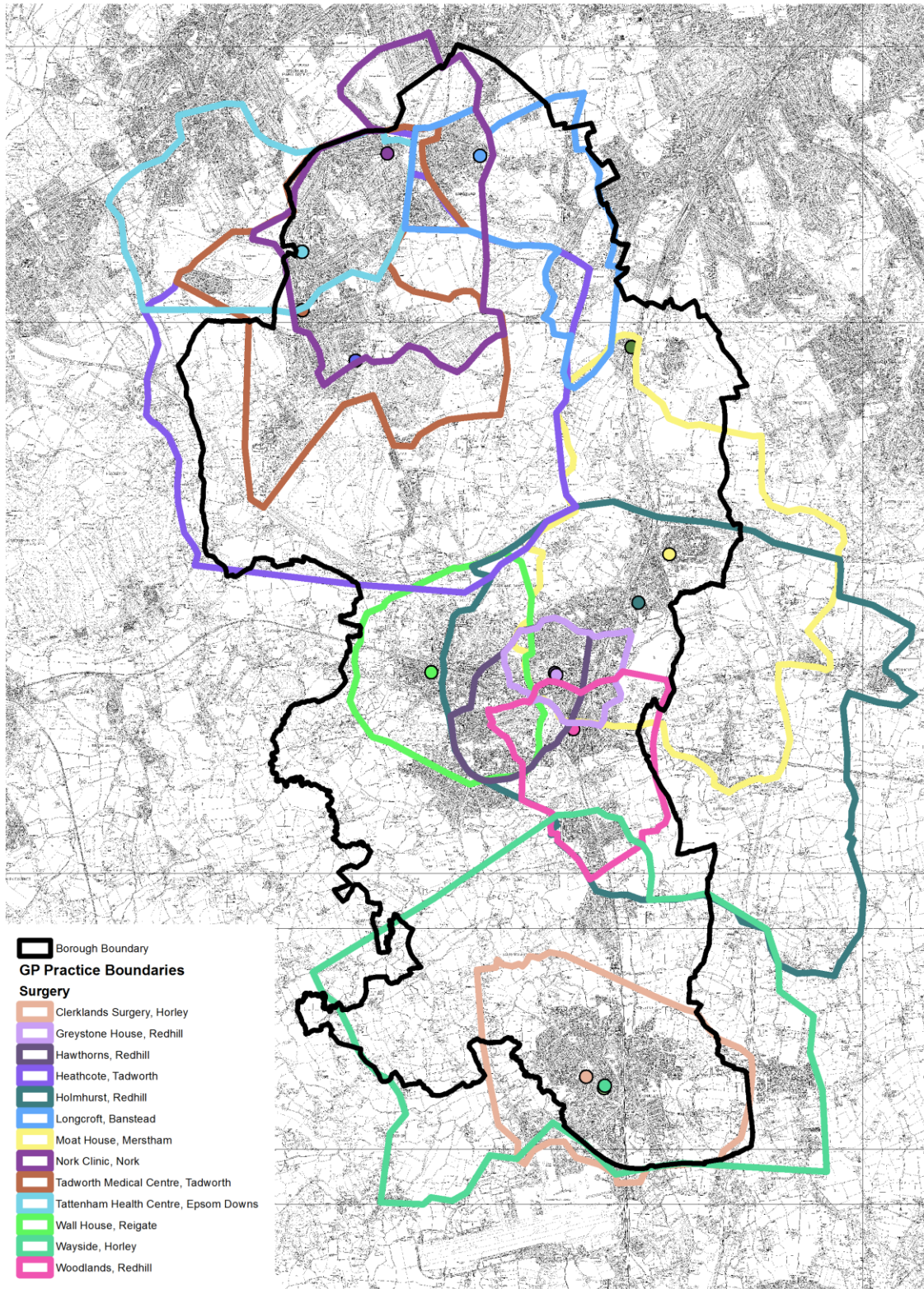
Source: CQC reports for each surgery

Practice Name	Address	Registered Patients	Number of Full Time Equivalent (FTE) GPs	Patients per GP
Surrey Downs CCG (broadly Area 1 : North Downs)				
Heathcote Medical Centre	Heathcote, Tadworth	12,181	7.75	1,572
Tadworth Medical Centre	Troy Close, Tadworth	9,116	4.5	2,026
The Coulsdon Medical Practice (Dr J Khan)	Brighton Road, Coulsdon	3,657	1.3	3,552
Longcroft Clinic	Woodmansterne Lane, Banstead	11,725	7.08	1,656
Tattenham Health Centre	Tattenham Crescent, Banstead	6,182	4.5	1,375
Nork Clinic	Nork Way, Banstead	7,141	4	1,785
Area 1 : North Downs overall		49,897	28.83	1,731
East Surrey CCG (broadly Area 2: Wealden Greensand Ridge)				
Moat House Surgery	Worsted Green, Merstham	11,156	5.19	2,064
Holmhurst Medical Centre	12 Thorntonside, Redhill	9,806	5	1,922
<i>This centre was provided within the Watercolour development, this medical centre is run by Dorking Heath Care Limited (DHL), which operates from 3 sites (Dorking Hospital, Holmhurst Medical Centre in Redhill)</i>				
Woodlands Surgery	5 Woodlands Road, Redhill	11,156	5	2,233
The Hawthorns Surgery	1 Oxford Road, Redhill	8,347	6	1,430
Greystone House	99 Station Road, Redhill	15,353	8.5	1,806

Surgery				
Wall House Surgery	Yorke Road, Reigate	19,145	8	2,393
Area 2 : Wealden Greensand Ridge overall		74,963	40.33	1,975
East Surrey CCG (broadly Area 3 : Low Weald)				
Wayside Surgery	Kings Road, Horley	4,000	4	1,000
Birchwood Medical Practice	Kings Road, Horley	16,051	11	1,459
Crawley CCG (small part of Area 3: Low Weald)				
Clerklands Surgery	Vicarage Lane, Horley	15,603	3.5	2,014
<i>The Practice operating the Clerklands Surgery is part of the Woodlands / Clerklands Partnership; a member of Crawley CCG</i>		<i>(combined patient list for Clerklands surgery in Horley Woodlands surgery in Crawley)</i>	<i>(i.e. 7 GPs shared between 2 surgeries)</i>	
Area 3 : Low Weald		27,720	18.5	1,498
Borough overall		152,580	87.66	1,734

Figure 17: Practice boundaries of GP surgeries / medical centres located within Reigate and Banstead borough

Source: [NHS Choices website](https://www.nhs.uk/choices)



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- 3.10. The practice boundary of each surgery is shown at Figure 17. Residents living within each practice boundary can apply to be on the practice list. Practice boundaries vary widely, and the area covered is not directly related to the number of patients registered in that practice.
- 3.11. As shown on Figure 17 some of the surgeries located in the borough also serve residents living outside of the borough. There are also surgeries located outside of the borough which serve some of Reigate and Banstead borough's residents. These surgeries are not included in Figures 16 and 17, but include Smallfield surgery in Smallfield, Tandridge. This surgery is located just east of the M23, and its practice boundary includes the eastern part of Horley (the far south east of Reigate and Banstead borough. It has 7 GPs and a patient list of 6,600. Another surgery outside but close to Reigate and Banstead borough is Tanners Meadow Surgery (also called Brockwood Surgery) in Betchworth, within Mole Valley District. Its practice boundary extends into Reigate & Banstead borough to include Reigate Heath. It is a large practice with approximately 12,000 registered patients, run by 12 GPs (5 partner GPs and 7 salaried GPs).
- 3.12. The [2016 Infrastructure Needs: Healthcare Study](#) to support the Development Management Plan was undertaken based on a theoretical assessment of adequacy of provision by assessing the ratio of patients registered to the number of GPs in the practices located within the borough. This was compared to the patient ratio benchmark used by the NHS London Healthy Urban Development Unit (HUDU) of 1,800 patients to 1 FTE GP.
- 3.13. As a theoretical assessment exercise, its limitations are recognised. Health needs are not determined solely on the basis of population numbers. The community's profile, including age, and social mix are also important factors in determining the health needs of an area. The theoretical assessment based on number of residents must also be set within the context of the national and local changes to the provision of primary healthcare, with a move towards larger medical centre "hubs".
- 3.14. In recent years, the move to these larger primary health care "hubs" has enabled provision of an integrated range of health services, including diagnostics, mental health services and community care, rather than providing fragmented services across a number of smaller sites. Some of these services have traditionally been provided within hospital settings. The "hub" concept includes making best use of existing estate assets. By providing easier access to a wider range of health services, including diagnostics and prevention, health outcomes may be improved without needing additional GPs practices.
- 3.15. The main difference since the June 2016 Assessment was undertaken has

been the closure of South Park surgery in Reigate in October 2017. This was a relatively small surgery with 2 GPs and a patient list of approximately 4,500 spread across a wide area including Reigate, Redhill and Horley. NHS England (South East) managed to find sufficient capacity within nearby GP practices for all of South Park's patients. Its patients are now registered mainly at Wall House Surgery in Reigate, where a new extension was opened in October 2017, and Greystone House Medical Centre in Redhill, where an extension is planned. The planned extension to Greystone House will enable the patient list to be expanded by 4,000, with an additional 2 GPs. The surgery is adjacent to Hawthorns Surgery in Redhill. NHS funding from the closure of South Park is being re-invested into other GP practices within the area.

- 3.16. The findings of the 2016 Assessment indicate that the greatest need for additional primary healthcare capacity to 2027 is likely to be for at least 4 additional FTE GPs in the south, at Horley primarily to serve the NW sector. The Assessment also identified a need for at least one additional GP in Woodhatch area (SW Reigate), and two GPs in the Merstham / Redhill area. All of this additional need is within the East Surrey CCG area, with one existing Crawley CCG surgery (Clerklands) in Horley, which has potential to expand. The 2016 Assessment found that there is theoretically sufficient capacity in the north of the borough to cover the primary health care needs arising from natural population growth and planned housing to 2027.
- 3.17. As outlined in the **Infrastructure Schedule** at **Annex 1**, a site for a new medical centre is secured in the NW Horley sector / Westvale by the S106 planning obligation (subject to commissioning of GP services by NHE England and East Surrey CCG). Land has also been allocated for a GP surgery / medical centre within site allocation SSW2 Land at Sandcross Lane, Woodhatch.
- 3.18. Both NHS England (South East) and East Surrey CCG have confirmed that the move towards larger "Hub" primary care facilities means that surgeries with smaller practice lists, under about 4,500 patients are often not sustainable. For example, Earlswood Park Medical Centre, Redhill and South Park Surgery, Reigate have both recently closed.
- 3.19. East Surrey CCG and NHS England (South East) have advised that expansions to existing facilities are more likely to be commissioned than new medical centres, particularly given the scale of additional need and the higher cost to GPs of renting new facilities compared to extended existing surgeries. In some locations there may be potential to relocate and expand existing surgeries, should there be sufficient additional need, and should this prove cost-effective.

- 3.20. Should it be formally confirmed that there is no commercial interest in taking up and / or commissioning a new medical centre in the NW Horley / Westvale development, there may be potential to expand an existing medical centre in Horley as an alternative to serve that development. Potential options include expansion of Birchwood Medical Centre or Wayside surgery (whose practice boundary already includes the Westvale site) both of which are located on Kings Road in Horley, the Beechcroft site at Victoria Road, or potentially Clerklands surgery in Vicarage Lane.
- 3.21. To provide for the additional GP that the 2016 Assessment identified would be needed in Reigate, a site has been allocated for a new surgery / medical centre at Site Allocation site SSW2, Sandcross Lane. This housing site, which is also allocated for approximately 260 dwellings, is not within the practice boundary of any surgery or medical centre in the borough. Should this level of additional need not be commercially attractive to GP practices to establish a new surgery, and should NHS England (South East) and East Surrey CCG formally confirm that they would not commission a new surgery in this location, an additional GP at an existing surgery would be needed, together with expansion of its practice boundary to include this new development if feasible.
- 3.22. Wall House Surgery, the only surgery now in Reigate, has recently been expanded, in part to accommodate patients from the closed South Park Surgery, and could benefit from improved public transport to the surgery from locations within its practice boundary. The practice boundary of Tanners Meadow Surgery (also called Brockwood Surgery) in Betchworth (Mole Valley District) covers an area which includes Reigate Heath but stops just west of the SSW2 Sandcross Lane allocation site. The potential to expand its practice boundary to include the Sandcross Lane site could be considered.
- 3.23. There are several other surgeries and medical centres in the Redhill and Merstham area which could potentially be expanded to meet additional future primary healthcare needs for two additional GPs. The expansion of Greystone House, Redhill would accommodate two additional FTE GPs, as well as new consultation, clinical and ancillary rooms.

b. Acute Healthcare Facilities

- 3.24. There are two key hospitals serving the borough's residents. The main inpatient acute care hospital serving the borough is East Surrey Hospital, which is part of the Surrey and Sussex Healthcare NHS Trust. This hospital also serves the wider east Surrey area, as well as north-east West Sussex and South Croydon. The Trust is estimated to provide care to a population of over 535,000, including the 144,000 residents of Reigate & Banstead.

- 3.25. All three CCGs covering the borough commission services from East Surrey Hospital. The hospital currently provides approximately 630 beds for general and acute care with a further 40 maternity beds.
- 3.26. A range of outpatient and routine planned services are also provided by the Surrey and Sussex Healthcare NHS Trust at Caterham Dene Hospital and Oxted Health Centre, with services also provided from Crawley Hospital and Horsham Hospital which are managed by a separate Trust.
- 3.27. The [Infrastructure Needs Evidence : Healthcare 2016 Report](#) assessed future needs arising from natural population growth and planned housing within the borough to 2027. It was based on use of a patient ratio benchmark used by the NHS London Healthy Urban Development Unit (HUDU) of 1 general care bed for every 480 people and 1 acute care bed for every 1,430 people. Using the HUDU benchmarks, there is anticipated to be a requirement for approximately 26 additional general care beds and 9 additional acute care beds by 2027 based on anticipated levels of housing and population growth.
- 3.28. The Assessment does not take account of the effect of population profile changes on demand, nor on demand which might arise in other areas covered by the local NHS Trust or East Surrey Hospital or any future expansion plans. It would be inappropriate to seek to address, in isolation, the needs arising from growth in Reigate & Banstead without acknowledging the wider context and catchment of the hospital.
- 3.29. As described in the preceding section, there is increasing overlap between primary and acute healthcare, with the drive towards moving more services to local facilities and improving out of hospital care services. This will impact on the demand for traditional bed-spaces and hospital services.
- 3.30. The borough Council's [2015 Economic Development Framework](#) includes the stated intention to work with East Surrey Hospital and other partners to create a forward plan for site development. This will acknowledge the Hospital's role as a major employer, including its potential for a business / research park as part of its plans to improve local service.
- 3.31. East Surrey hospital is currently designated in the [Borough Plan 2005](#) as a Major Existing Developed Site in the Green Belt, under Policy Co6. However, as this policy is no longer consistent with national planning policy (NPPF paragraph 89), and is now unduly restrictive, the DMP proposes to inset the site from the Green Belt. This will assist in enabling suitable development. This should assist with this specific aim of the 2015 Economic Development Framework, and will assist the hospital in accommodating future needs.

- 3.32. The Epsom & St Helier NHS Trust serves borough residents within the Surrey Downs Clinical Commissioning Group area in the northern part of the borough, with around 50,000 Reigate & Banstead residents falling within the CCG area. The Epsom and St Helier University Hospitals NHS Trust recognises that both the needs of residents, and the way healthcare is provided are changing and that it needs to be able to respond to these challenges. It recognises that Epsom Hospital and St Helier Hospital buildings are no longer fit for purpose.
- 3.33. In August / September 2017, the Trust sought views on its future service organisation. It presented three possible options for service delivery for the period 2020-2030:
- Option 1: Both Epsom and St Helier delivering a full range of local services, with a new specialist acute facility based at Epsom
 - Option 2: Both Epsom and St Helier delivering a full range of local services, with a new specialist acute facility based at St Helier
 - Option 3: Both Epsom and St Helier delivering a full range of local services, with a new specialist acute facility operating from a shared location with the Royal Marsden at Sutton.
- 3.34. For borough residents, locating a specialist acute care facility at St Helier would require longer travel distances, so Option 2 would be less preferable. None of the proposed locations for local services is within Reigate and Banstead borough. The Council is supportive of the Council the principle of the need for investment in the NHS Trust's estate, and welcomes the investment in improving the NHS Trust's estate to ensure that future service provision for our residents is not compromised.

4. Utilities

- 4.1. Utilities infrastructure is generally provided by private companies operating on a sub-regional basis. In preparing the Development Management Plan the Council has liaised with utilities providers working within the borough to identify whether any network improvements are likely to be required, either due to cumulative impact of the quantum and location of planned development or due to any of the larger specific site allocations.
- 4.2. The Council asked the local utilities providers to consider the quantum and location of the development proposed in the DMP. They have advised us in as much detail as possible at this stage where they consider reinforcements and / or further provision will be required. They are all in agreement that, subject to the specific schemes identified, their infrastructure can accommodate the planned development.
- 4.3. As specified in DMP Policy INF1, development proposals which the Council considers likely to impact on utilities in the borough and surrounding area will need to be accompanied by evidence to demonstrate that the impact would not be unacceptable. As part of the consideration of each planning application, the Council will contact the relevant utility providers to ascertain adequacy of gas and electricity supply and distribution, broadband infrastructure, water supply pressure, waste-water treatment connections and capacity. Working with Thames Water, the Council will also consider the potential for risk of sewer flooding as a result of the development proposal. The timely provision of any utility upgrades needed would be secured as part of the planning permissions.

a. Water supply

- 4.4. Water supply in the borough is provided by **Sutton and East Surrey Water**, as the statutory water undertaker for the area, with a very small area in the north west of the borough being supplied by **Thames Water**.
- 4.5. Water companies, including Sutton and East Surrey Water produce Water Resources Management Plans for the twenty five year period between 2015 and 2040 (a timeframe incorporating the Council's entire Local Plan period). The plan, updated every five years (and known as an asset management plan), seeks to accommodate potential increase in demand from new development, manage existing supply of water and take account of likely future changes to the water supply due to climate change.
- 4.6. The South East of England has been designated an area of serious water stress by the Environment Agency. This is due to limited rainfall compared to

high population and water usage. Customers in the South East Water area use on average 166 litres of water per head per day (l/h/d). Given the increasing population and planned new housing, the existing water stress experienced in the South East is anticipated to increase. Water companies are planning for this by adopting water efficiency measures such as reducing demand and reducing water wasted from leaking pipes. Sutton and East Surrey Water advised the borough Council that it welcomes the DMP requirement to build new homes to the water efficiency standard of 110 litres / person / day standard. This standard must be achieved to meet 2015 Building Regulations.

- 4.7. Where necessary, developers will be required to fund impact studies and upgrading of the network. On brownfield sites that already have water company assets crossing the site, developers may be required to pay for any mains diversions and new off-site infrastructure to support their re-development. At least a three to five year lead in time is needed for provision of extra water supply capacity.
- 4.8. **Sutton and East Surrey Water** (SES Water) has modelled the development set out in the DMP, and has advised that based on the impact of proposed development on supply pressures and flows in the area, a few water supply network reinforcements are likely to be needed. SES Water has confirmed the trigger for requirement of strategic reinforcement to the trunk mains, which are significantly more than the development proposed in the DMP.
- 4.9. SES Water has advised that local network reinforcements are likely to be needed to support proposed site allocation sites SSW2 (network reinforcements at Sandcross Lane, Reigate), SSW7 and SSW9 (network reinforcements at Dovers Green Road), and ERM4 and ERM5 (network reinforcements at Blenchingly Road).
- 4.10. A total of approximately 210 homes are to be allocated at sites ERM1, ERM2 & ERM3 in east Redhill. In assessing development proposals for these sites, consideration will be given to the resilience of water supply and pressure to Redhill town centre. These sites are likely to trigger the need for a new local connection to the trunk main along Nutfield Road.

b. Waste Water Connections and Treatment

- 4.11. **Thames Water** is the private utility company responsible for providing waste water services, including sewage treatment for this area of the country. As the statutory sewerage undertaker for the whole borough, Thames Water is regulated under the Water Industries Act 1991.

- 4.12. Thames Water operates two sewage treatment works in the borough. Earlswood Sewage Treatment Works (STW) is located between the A2044 and A23, and serves the Reigate/ Redhill area. Merstham Sewage Treatment Works is located within the Metropolitan Green Belt, the Holmethorpe Sandpits Complex Site of Nature, Conservation Interest, Flood Zones 1, 2 and 3, an Area of Groundwater Vulnerability, and a Groundwater Source Protection Zone.
- 4.13. In 2012/13, Thames Water undertook a major programme of refurbishment of Merstham STW, including upgrading to provide treatment to enable compliance with the AMP5 quality consent to 2021 standard requirements. The primary driver of the improvement works to Merstham STWs was an Environment Agency requirement to meet a new Effluent Quality consent, which sets out the maximum parameters for chemicals within water discharged into local watercourses. The STW did not meet the required Effluent Quality standard. A secondary reason for the refurbishment works was to ensure that the STW is upgraded to accommodate expected population growth to a design horizon of 2021, to serve a population of 10,500 people by 2021.
- 4.14. The issue of local flooding in the surrounding area was resolved by the design, with a simple change to the discharge point of one of the delivery sewers which crossed an adjacent playing field that flooded during prolonged rain.
- 4.15. Thames Water has considered the sites and level of development proposed at the Regulation 18 DMP stage, and has advised on the capacity of the current sewerage network to accommodate the likely impact each development.
- 4.16. Only one site issue was raised, in relation to the Kingswood Station site. That site now has planning and so is not included in the Regulation 19 proposed submission DMP. No comment was provided in relation to the proposed Horley Strategic Employment Site (site allocation HOR9). TW's view on the adequacy, or otherwise, of wastewater network capacity to handle the waste from this site has been requested and is awaited.
- 4.17. The Development Management Plan (Regulation 19) includes Policy INF1. As recommended by Thames Water, Policy INF1 specifies that the borough council will seek to ensure that there is adequate water supply, surface water, foul drainage and waste water treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate waste water capacity and surface water drainage both on and off the site to serve the development and that it would not lead to problems for existing or new users.
- 4.18. Thames Water has limited powers under the Water Industry Act 1991 to prevent connection to its network ahead of infrastructure upgrades. Therefore,

to ensure that the impact of development on the wider network is acceptable, Thames Water may request that a particular proposed development be subject to a planning condition if a drainage network upgrade is required in order to ensure that infrastructure is in place ahead of occupation of the development.

4.19. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing wastewater/sewerage infrastructure. Drainage for proposed development will be required to maintain separation of foul and surface flows.

4.20. Where an infrastructure capacity constraint is identified, the Council will require the developer to set out what appropriate improvements are required and how they will be delivered. Should an upgrade to TW's sewerage network assets being required, up to three years lead in time is usual to enable for the planning and delivery of the upgrade.

c. Gas and Electricity Distribution and Supply

4.21. There are four main elements to the UK's electricity industry, the role of each is summarised below :

Generators - produce electricity from coal, gas, oil, nuclear power plants, hydroelectric plants and wind farms. Electricity cannot be stored efficiently so is generated as needed.

The national transmission network - maintains the flow of generated electricity through to the regional distribution networks. It is owned by National Grid plc.

Distributors - own and operate the distribution network of towers and cables that bring electricity from the National Grid's national transmission network to homes and businesses.

Suppliers – supply and sell electricity to consumers. They use the transmission and distribution networks to pass the electricity to homes and businesses.

4.22. UK Power Networks is the Electricity Distribution Network Operator (DNO) for South East England. As an electricity distribution company, UK Power Networks takes electricity at high voltages from the National Grid and transforms it to voltages suitable for domestic and commercial use. The most important function of a DNO is to ensure that all reasonable steps are taken to maintain the supply of electricity to customers. UK Power Network published its Regional Development Plan in June 2015, and its planning period runs to 2023.

4.23. Within the last decade approximately £3m has been invested in high-voltage electrical infrastructure in Horley. From a recent high level assessment, the network in this area looks robust and adequate to accommodate significant connections of the nature proposed, with developments likely be supplied from Reigate or Nutfield primary substations. Connections will likely be via existing 11kV feeder circuits or new circuits depending on developer's power requirements

SGN (formerly Scotia Gas Networks, Sothern Gas Networks and Scotland Gas Networks)

4.24. The national gas transmission network is owned and operated by National Grid plc. The network enables gas to be moved from entry terminals to gas distribution networks, or directly to power stations and other large industrial users. Eight gas distribution companies operate across Great Britain, each covering a different geographical region. SGN is a UK gas distribution company which manages the network that distributes gas across the south of England and Scotland, and owns the gas network in the south of England.

4.25. Reinforcement projects are usually planned for at the planning application stage, when it is clear how new loads will need connect to the network, rather than planned for in advance. The connection costs are generally covered by the distributor unless the site and additional load is significant, in which case developers are required to provide a significant contribution.

4.26. Scotia Gas Networks has advised that the network looks robust as a whole, and is likely to have sufficient capacity to absorb growth. Further information regarding the exact connection points will need to be confirmed, together with any local reinforcements required, when developments are being designed.

d. Telecommunications

4.27. Telecommunications infrastructure consists of the mobile phone network and broadband infrastructure. The majority of households in the borough are covered by the broadband network, albeit at varying speeds.

4.28. Surrey County Council commenced an Open Market Review in April 2015. The aim was to provide a clearer picture of Surrey's broadband provision, and to inform the strategy for future broadband deployment in the county. In December 2015, Superfast Surrey announced a subsidised basic broadband scheme funded and managed by [Broadband Delivery UK](#) (BDUK). The scheme forms part of a Government commitment to give access to download speeds of at least 2Mbps to every premise, to stimulate private investment in full fibre connections by 2021, and to provide the option of a subsidised basic

broadband installation for eligible premises.

4.29. Surrey County Council (SCC) is committed to ensuring that all homes and businesses in Surrey can access efficient broadband speeds. Access to an efficient broadband connection is crucial for businesses and supporting Surrey's future economy.

4.30. DMP Policy INF3 seeks to ensure that developers provide suitable broadband telecommunications infrastructure to enable high speed broadband to all new developments, in line with industry standards. Developers will be expected to fund connection costs from all future development to the existing broadband network. This will minimise the need for retrofitting.

5. Flood Resilience

- 5.1. Surrey County Council is designated Lead Local Flood Authority (LLFA) under the Flood and Water Management Act (2010), and therefore has a duty to “develop, maintain, apply and monitor a Strategy for local flood risk management in its area”. Surrey’s [Local Flood Risk Management Strategy](#) (LFRMS) was first published in 2014, and was revised in 2017. It sets out how the County Council manages the risk of flooding across the county, and includes an Action Plan. The County Council carries out flood alleviation works to resolve issues affecting the borough’s Local Road network.
- 5.2. Surrey County Council’s Capital programme of Flood Alleviation Works in the borough includes “wet spot” projects, which are usually smaller scale works to address high risk highways flooding issues, or Capital Programme schemes, which covers larger flood alleviation projects. Funding usually comes from the central SCC capital budget, supplemented by Coast to Capital Local Enterprise Partnership or the Flood Defence Grant in Aid (FDGiA) funding from the Environment Agency. Flood alleviation schemes are included in the Infrastructure Schedule at Annex 1.
- 5.3. To inform preparation of the DMP, the borough council commissioned a specialist consultant to undertake a [Strategic Flood Risk Assessment \(SFRA\)](#). The Level 1 SFRA, published in October 2017, covers the borough and as well as including Mole Valley and Tandridge districts, which share the key river catchments with Reigate and Banstead. It considered all potential sources of flooding, including main river, ordinary watercourse, surface water, groundwater, sewer and reservoir flooding. It reviewed past flooding incidents, and mapped the location and extent of the functional floodplain. It also considered the impact that climate change could have on future flood risk.
- 5.4. River (Fluvial) flood risk is less of an issue in the borough than surface water flooding. The SFRA confirms river flooding generally be confined to the main river floodplains such as the River Mole and its tributaries and the Eden Brook. Overall fluvial flood risk is in close proximity to watercourses, with a few areas of more extensive floodplain associated with the Burstow Stream. There are no main rivers in the north of the borough, north of the M25.
- 5.5. The SFRA Level 1 also considered sewer flooding, which is caused by a blockage or overflow in a sewer or urban drainage system. This included analysis of Thames Water’s Sewer Flooding Register, although the information does not identify whether flooding incidences were caused by general exceedance of the design sewer system, or by operational issues such as blockages. The Horley area (postcode H6) was the only Reigate and Banstead

borough postcode to feature in these most frequently flooded postcodes.

- 5.6. The primary source of flooding in the borough is surface water (pluvial) flooding. Surface water flooding happens following a period of intense rainfall when the run-off cannot soak into the ground and local watercourses, ditches, streams and sewers become overwhelmed. Flooding then occurs in low points in the topography. Surface water flooding is shown to correlate with small watercourses and urban areas throughout the Councils' areas. Groundwater flood risk is shown to vary across the area with areas of increased groundwater risk around Horley, Lower Kingswood, and Walton-on the-Hill.
- 5.7. Level 1 SFRA's findings indicated that a Level 2 SMRA would be needed to include consideration of potential sites for future development under the national flooding "Exception Test".
- 5.8. A [Level 2 SFRA was prepared for Reigate and Banstead borough](#), along with a [Sequential Test](#) of potential development sites (October 2017).
- 5.9. The Level 1 and Level 2 SFRA, and flooding Sequential Test has informed Development Management Plan Policy CCF2 and the DMP site allocations, which both seek to ensure that new dwellings would not be at risk of flooding. Policy CCF2 also looks to minimise additional surface water (pluvial) flooding as run-off from land is increased as a result of development, particularly of greenfield sites. Development should reduce surface water run-off rates using Sustainable Drainage systems where necessary, suitable to the scale and type of development.

6. Highways Transport: Strategic and Local Highways Network

- 6.1. Surrey County Council has modelled the likely impact of the Regulation 19 Development Management Plan on the local and strategic highways network in the area. Three Scenarios were modelled:
- Scenario A: DMP baseline growth (the scale and distribution of all approved but not built developments, plus likely “windfall” developments (non-identified sites whose numbers and broad locations are based on trends from recent years));
 - Scenario B: All developments and sites included in the DMP
 - Scenario C: All developments and sites included in the DMP, excluding Horley Strategic Employment site proposed site allocation site HOR9).
- Additionally, consideration was given to the planned strategic development adjoining the borough to the north, in Sutton. The findings of this assessment are presented in a separate “sensitivity” test report.
- 6.2. The [Strategic Transport Assessment Report 2017](#) sets out the methodology used (SINTRAM v6 strategic model with OmniTRANS programme), and the likely impact of planned development on the borough’s local and strategic road network, and the roads leading into neighbouring boroughs. The model baseline year used was 2009, enhanced with a reference year of 2014 for the borough. The forecast year was 2031.
- 6.3. The Assessment found that the cumulative impacts of Scenario C would not be substantial, and would be spread across the borough’s roads. The County Council therefore considered it likely that any local impacts could be addressed through a combination of “hard” and “soft” interventions.
- 6.4. Scenario B was found to have a materially greater impact on both the local and strategic highway network compared to Scenario C. These impacts have potential to be severe unless suitable, viable and timely mitigation measures are identified and committed.
- 6.5. In accordance with NPPF paragraph 32, the DMP needs to take account of the opportunities for maximising sustainable transport modes to reduce the need for major transport infrastructure, whether safe and suitable access to the site can be achieved for all, and whether improvements to the transport network can cost-effectively limit significant impacts of the development. Development should not be proposed where the residual impact would be severe.
- 6.6. Transport modelling work is iterative, and further work to refine the highways

modelling of the DMP will be undertaken, and will be presented before its submission and examination. Further work on potential site-specific mitigation is required and is on-going.

- 6.7. The Strategic Highways Assessment Report identifies a number of existing road and junction “hotspots” (identified by the “Ratio of Flow to Capacity”), many of which currently have little or no spare road capacity, and which experience vehicle driver delay. These hotspots (both highway roads and junctions are listed at Figure 18, and are shown geographically in Figure 19. Even modest increases in flow to these “hotspots” will exacerbate delays and worsen conditions experienced by road users.
- 6.8. The Strategic Highways Assessment (paragraph 5.1.9) notes that whilst the junction of A23 Horley Road with Three Arch Road and Maple Road in White Bushes is not highlighted as a hotspot in the model, this is due to its coding as several nodes within the Assessment, due to the complex nature of this junction. As a result of the separate coding of each element of this junction, the true delay experienced by drivers is not highlighted in the results. However, the County Council and Borough Council are aware of the congestion issues suffered at this junction, and a potential improvement scheme is therefore included within the Infrastructure Schedule at Annex 1.

Figure 18: List of highway network hotspots within the borough

Source: Reigate and Banstead Strategic Highway Assessment Report (October 2017)

Links	
Banstead	A217 Belmont Rise
	A2022 Fir Tree Road
	A2022 Winkworth Road
	A240 Reigate Road
	B2218 Sutton Lane
	B2219 Lower Park Road
	B2221 Tattenham Way / Great Tattenhams
	B2230 Brighton Road
Chipstead	B2032 Chipstead Valley Road
Tadworth	B2220 Tadworth Street
	B2220 Chequers Lane
	D1106 Shelveys Way
Merstham	A23 London Road North
Redhill	A23 Brighton Road
	A25 Nutfield Road
	A25 Redstone Hill
	A25 Station Road
	C224 Linkfield Lane
	D1263 Cormongers Lane
	A217 Reigate Hill

Reigate	A2044 Woodhatch Road
	A217 Bell Street / Cockshot Hill
	A217 Dovers Green Road
	A242 Croydon Road / Gatton Park Road
	A25 Buckland Road
	A25 West Street
Earlswood	A23 Horley Road
Horley	A23 Airport Way
	A23 Bonehurst Road
	A23 Brighton Road
	B2036 Balcombe Road
	C64 Massetts Road
	D336 Horley Row
Highways England	M25 mainline anticlockwise junction 8 to 7
	M25 clockwise off slip at junction 7 for the M23
	M25 mainline clockwise junctions 7 to 8
	M23 mainline southbound junction 9 to 10
	M23 northbound off slip at junction 8 for M25
	A23 Brighton Road between Church lane and Star Lane
Junctions	
Banstead	A2022 Winkworth Road / Croydon Lane roundabout junction with B2218 Sutton Lane and B2217 Sutton Lane
	A217 Belmont Rise roundabout junction with B2230 Brighton Road
	A217 Brighton Road signalled junction with A2022 Fir Tree Road and A2022 Winkworth Road, Banstead Crossroads
Tadworth	B290 Station Approach Road signalled junction with B2220 Tadworth Street
	A217 Brighton Road signalled northbound approach arm to Bonsor Drive roundabout
Hooley	A23 London Road signalled junction with Star Lane
	A23 Brighton Road priority junction with Dean Lane
Reigate Hill	A217 Reigate Hill priority junction with Gatton Bottom
	A217 Reigate Hill Interchange (M25 J8)
Woodhatch	A217 Cockshot Hill signalled junction with A2044 Woodhatch Road and Prices Lane
Horley	C64 Massetts Road signalled junction with Victoria Road

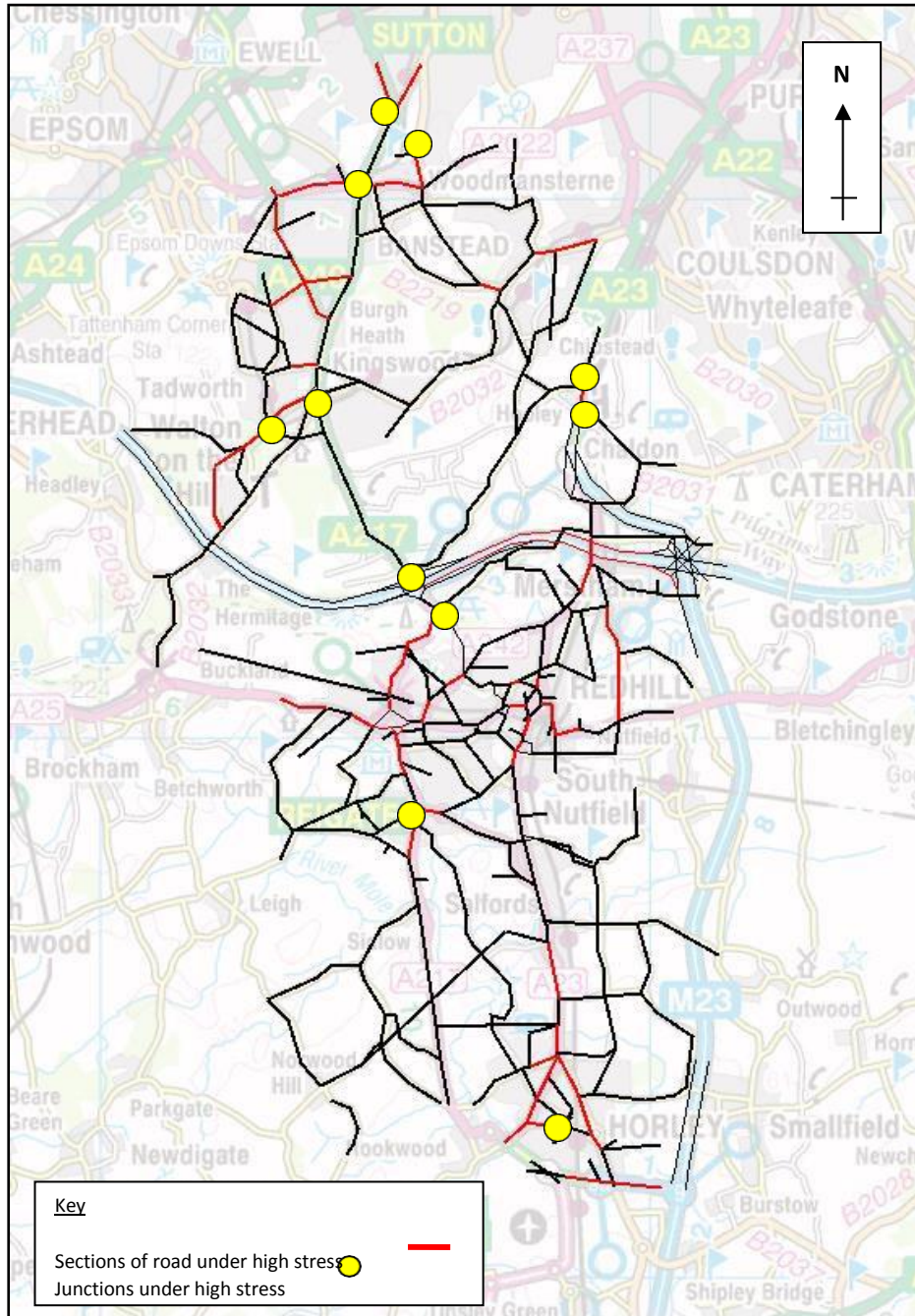
6.9. These hotspots will require mitigation to facilitate development in the local area, including ‘hard’ or ‘soft’ transport measures, or most likely a combination of both. Hard engineering interventions can involve increasing the number of lanes of the carriageway, altering a junction including by signalling it, or introducing a cycle lane. Soft transport interventions can include improved cycle lanes and footways, or implementation of a travel plan to encourage travel by sustainable modes.

6.10. Transport interventions aimed at addressing the cumulative impact of the DMP on the identified hotspots are set out in the Infrastructure Schedule at Annex 1. These include hard engineering solutions, for example to provide additional carriageway space, whilst others are focused on bus, cycling and pedestrian infrastructure improvements aimed at modal shift away from the car towards more sustainable and active transport modes in order to free up road capacity. None of the “hard” transport intervention schemes listed in Annex 1 were tested as mitigation in the 2017 strategic transport modelling due to the stage in their

current design and certainty of impact.

6.11. Many of these corridors and junction hotspots are already the focus of existing and planned initiatives and projects to improve conditions and ease congestion. In discussion with Surrey County Council, a number of on-going and proposed [major transport schemes](#) have been identified. These include Epsom Banstead Sustainable Transport Package, Greater Redhill Sustainable Transport Package, and Redhill Balanced Network. Whilst some of these projects already have funding, some are the subject of bids to the Local Enterprise Partnership (LEP) and are at Expression of Interest stage. For these, funding cannot be guaranteed at this point. The amount being requested as part of any bids is therefore included as the funding gap.

Figure 19: Map of highway network hotspots within the borough
Source: Reigate and Banstead Strategic Highway Assessment Report (October 2017)



Local Road Network

- 6.12. Surrey Transport Plan (Reigate and Banstead Local Transport Strategy) 2014 and its accompanying Forward Plan was based on schemes to support the development set out in the 2014 Core Strategy. A new LTS and Forward Plan to supersede the 2014 versions are currently being prepared alongside the preparation of the DMP, and will be considered by SCC's Cabinet in June 2018. Its formal adoption will follow that of adoption of RBBC's DMP, followed by annual reviews.
- 6.13. A 9.1km section of the A217 between Reigate and Horley has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled. The Department for Transport has created a £175 million "Safer Roads Fund" for local authorities to bid for to improve the quality of infrastructure specifically on these top 50 worst A-road routes.
- 6.14. The DFT has invited proposals from local highway authorities to upgrade some of the most dangerous local roads in the South East area where the risk of fatal and serious collisions is highest, based on analysis by the Road Safety Foundation. The SCC report to Reigate Local Committee (18 Sept 2017) describes proposals for a range of highway improvements on the A217 between Reigate and Horley that could be included within the bid submission to the Department for Transport.
- 6.15. Whilst junction and link hotspots have been identified within the Banstead area north east of the M25 (Area 1), as most development in this area will be of smaller sites and unidentified "windfall" sites, the impact on these hotspots can be resolved by "soft" interventions that effect modal shift and so free up road capacity. This includes the "soft" and "hard" interventions included in the Epsom and Banstead STP.
- 6.16. The A217 Network Resilience Programme SCC (Coast to Capital LEP-funded) project aims to improve the reliability and resilience of the transport network in the Coast to Capital area, especially the local road network. The scheme is a package of resilience improvements to improve the ability of the A217 in Surrey to cope with extreme and unpredictable events on this key route providing access between London and Gatwick. The package comprises highway drainage capacity improvements and resurfacing repairs to give long term benefits, prolonging the life of the carriageway and increasing resistance to flood water damage.
- 6.17. The A23 Network Resilience Project is a £4.9m project which includes repairs

and local improvements to business case was submitted to the Coast to Capital Local Enterprise Partnership (LEP) in December 2014. It identified issues that impact on the resilience and capacity of the A23 between Redhill town centre and a junction with Balcombe Road, Horley. A schedule of cost and work has recently been provided to the LEP for inclusion in the formal Funding Agreement.

6.18. The proposal includes repairs and local improvements to the drainage system throughout this length of the A23. Approximately four kilometres of carriageway surfacing is also planned. The work will be completed by March 2020, but the nature of the work, including the need for extensive asset and condition surveys, and the complexity of co-ordinating with other highway and street work projects to achieve road space permits, will likely mean that much of the main construction work will be undertaken at the later end of the three years. This is a £4.9m project of which £4.18m will be financed through the LEP Local Growth Deal 3 fund. The balance is required to be a local contribution.

Strategic Road Network

6.19. Highways England and is the highway authority for the strategic road network (SRN), and has been appointed by the Secretary of State for Transport as the strategic highway company. The SRN is a critical national asset, and as such Highways England works to ensure that it operates and is managed in the public interest. Reigate and Banstead borough contains sections of the strategic road network, namely the relevant section of the M25, M23 and A23 trunk. These roads are the responsibility of Highways England.

6.20. Highways England was formerly a government agency. In 2015, under the provisions of the Infrastructure Act 2015, it was converted into a private company, limited by shares wholly owned by the Secretary of State for Transport (i.e. a government-owned company). As part of this change, the government set out its vision for the future of the strategic road network for the whole country in its *Road Investment Strategy* (RIS). RIS1 covers the period 2015 to 2020 and includes approximately £15billion investment. Work to gather evidence and assess which investments will be taken forward as part of RIS2 should be concluded by late 2019, with delivery of schemes post 2020. The improvements to A23 J8 Hooley junction to increase capacity may potentially be considered for RIS2. As it is not key to supporting the DMP, it is not included in the Infrastructure Schedule at Annex 1.

6.21. The [Department of Transport's \(DfT\) circular 02/2013](#) "The Strategic Road Network and the Delivery of Sustainable Development" sets out how the Highway England (HE) will engage with communities and the development industry to deliver sustainable development and economic growth, whilst

safeguarding the primary function and purpose of the strategic road network. The continued safe operation of the strategic road network Road safety is the prime consideration of HE. This circular therefore reflects the NPPF's emphasis on the need to avoid "severe" residual cumulative impact in preparing development plans.

6.22. The Infrastructure Schedule at Annex 1 includes the creation of a new spur off of J9a of the M23 to serve the proposed Horley Strategic Employments site. Cir 02/2013 requires that "where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth. The site allocation policy HOR9 includes further requirements to ensure that the impact on the local road network is minimised.

7. Sustainable Transport: public transport, cycle and pedestrian infrastructure

- 7.1. Sustainable transport modes are particularly helpful to communities for shorter journeys, as well as to commuters. By ensuring that train, bus, and cycle and pedestrian infrastructure is well connected and maintained, local communities can lead more active lives whilst minimising use of the private car and therefore road congestion, and helping to improve air quality.
- 7.2. Redhill Sustainable Transport Package (STP) is a package of walking, cycling and bus improvements focussed on along the A3 / A2044, A217 routes between the Redhill / Reigate and Horley / Gatwick areas. Details of specific schemes are included in the Infrastructure Schedule at Annex 1. The total cost of the scheme is £4.9 million and it is being funded mainly from grant funding from the Coast to Capital Local Enterprise Partnership, with local contribution scheme funding from Horley Master Plan.
- 7.3. The Redhill (STP) is a series of improvements along sections of the A23, the A2044 and the A217 corridors, in and around Redhill, Reigate, Salfords and Horley, and along National Cycle Route 21 (NCR21). These are aimed at making travelling by bike, bus, on foot and connecting with rail, safer, easier and faster. This is being done by extending the quality cycle and bus corridors that exist in central Redhill into the surrounding area. Better bus corridors and either segregated or shared pedestrian / cycle paths will mean that residents benefit from routes that link up all the way from Reigate and Redhill to Horley and Gatwick airport.

a. Train

- 7.4. From 2018, the peak hour direct trains from Reigate to London Bridge will cease, and passengers will need to change at Redhill or East Croydon. An all day half-hourly direct service to Victoria will be timetabled. To facilitate longer fixed-formation 12 carriage trains and allow a direct service to London Bridge again, a new "Platform 3" would be needed at Reigate. Major upgrades proposed to the Brighton Main Line would potentially double the frequency of direct trains between Reigate and London. The off-peak change switching from London Bridge to Victoria as the London terminal was made in the timetable change just over a year ago (i.e. June 2016). However the rush hour London Bridge services will be unable to run in their current form once the new Thameslink train fleet is in place, due to the platform length and power supply constraints at Reigate station.

7.5. The proposed major works, which include a new Platform 3, which would have capacity for 12 carriage trains, would reinstate the peak hour connectivity direct to London Bridge. They would also allow an all-day Thameslink to Reigate service to operate, most likely at half hourly frequency (which would double the frequency of today's Reigate to London direct trains). Assessment work is ongoing, including impact on down-time at Reigate level-crossing and land-take needed for a new platform. Platform 3 at Reigate has not been included in the Infrastructure Schedule as it is not specifically linked to the DMP.

b. Bus

7.6. The Reigate and Redhill Quality Bus Partnership (QBP) project includes a programme of measures to encourage more passengers to use the local bus network in the Reigate and Redhill area, and to destinations including Horley, Gatwick Airport, Crawley, Epsom and Sutton. Measures are aimed at improving the reliability of the service and reducing journey times including along the A23 corridor north and south of Redhill, and to offer an enhanced passenger travelling experience.

7.7. The Reigate and Redhill Quality Bus Partnership proposals complement the Greater Redhill STP Phase 2 project (focussing on cycling and walking improvements) and the Reigate Transport Package, which will also be developed further for consideration under the C2C Growth Deal 3. The scheme details are included in the infrastructure Schedule at Annex 1, and would potentially include Local Enterprise (LEP) and CIL funding.

c. Active Transport Modes

7.8. This section considers the infrastructure needed to promote active modes of transport such as cycling and walking. As well as playing a key role in freeing up road capacity by encouraging more people to walk or cycle shorter journeys, improvements to cycle and walking infrastructure can promote health benefits to the community. Details of specific schemes are included in the Infrastructure Schedule at Annex 1.

7.9. The central area of the borough (Areas 2a and 2b) includes the towns of Reigate and Redhill. The Reigate Transport Package aims to improve connectivity within the town centre and to reduce congestion. By making Reigate a more accessible location, it will be enhanced as a retail destination, and a commercial hub, improving its attractiveness to retail and business investment. The improvements will enhance the viability of Reigate by improving the environment and public realm of the town centre, attracting

shoppers and visitors. Improvements include widening the footway on the Castlefield Road / Church Street section of the gyratory, together with London Road, between Reigate Station and Tunnel Road. This will allow for the creation of a two way off-road cycle route between the station and the town centre and the station and the existing off road cycle network to the east of the town centre.

7.10. The scheme also includes improving the walking and cycling routes to Reigate town centre from the east of the town. This is focused on increasing use of active transport modes for short routes (of less than 2 miles) which currently have high car usage and suffer from congestion.

7.11. This also includes an opportunity to create an improved cycle route corridor to link Woodhatch with Reigate town centre, as well as a proposed cycle route between Woodhatch Road and Reigate Town Centre via residential roads. The route will avoid Cockshot Hill (A217) creating a safer and accessible route for cycling between Reigate Town Centre and Woodhatch. This will help to support the DMP, in particular by minimising car usage from the proposed sustainable urban extension at Woodhatch.

7.12. The Greater Redhill sustainable transport package (STP) aims to encourage greater use of active transport modes of travel, including cycling and walking. In taking local traffic (travelling short distances) off the roads, the STP frees-up road capacity for longer journeys.

7.13. The [Reigate and Banstead Cycling Plan](#) 2017 identifies how the sets out the Surrey Cycling Strategy 2014 will be implemented.

8. Cemeteries and Crematoria

- 8.1 The cemeteries and crematoria that serve the borough's population are provided by the borough council, adjoining borough councils, Salford Parish Council and Horley town council, and private cemetery providers.
- 8.2 Cemeteries and crematoria generally need to be located reasonably close to existing populations to facilitate visiting. Given the need to be close to existing populations and public transport, the land needed, and the competition for higher value land uses within towns, new cemeteries and crematoria are often located on the edges of towns.
- 8.3 National planning policy relating to cemeteries in the Green Belt is set out in the National Planning Policy Framework (NPPF). Paragraph 89 establishes that construction of new buildings within the Green Belt is inappropriate development except for those building types listed. The list includes provision of appropriate facilities for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 8.4 NPPF paragraph 90 specifies certain other forms of development that are also not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and does not conflict with the purposes of including land within it. This list does not include use of land for cemetery or crematoria. As the use of land for either is inappropriate within the Green Belt, proposal for change of use of land to use as a cemetery or crematoria would have to robustly demonstrate that "very special circumstances" exist that outweigh the harm to the Green Belt arising from the proposal, and any other harm. Demonstration of very special circumstances would include the need for the facility, and that provision could not be made outside of the Green Belt.
- 8.5 An important legal case in cemetery planning is R (Timmins and Lymn Family Funeral Service) v Gedling Borough Council and Westerleigh Group Limited [2015 EWCA Civ 110]. This 2015 case confirmed that the change of use of land to cemetery use is "inappropriate development" within the Green Belt. As such, any proposal for a material change of land to cemetery use in the Green Belt would require very special circumstances to be demonstrated in order to outweigh the harm arising from inappropriate development within the Green Belt.
- 8.6 A 2016 application (16/00973/F) for a new private burial site, including woodland, wildflower meadow, natural and traditional burial options and a service building on Green Belt land to the north-east of Banstead was refused planning permission. In 2017, an appeal against the refusal was dismissed

following an inquiry (APP/L3625/W/16/3160612). The Inspector concluded that the limited weight that he gave to the greater choice that would be provided by the additional burial space, biodiversity gains and the limited economic and qualitative benefits would not clearly outweigh the substantial weight that he gave to harm to the Green Belt by reason of inappropriateness and loss of openness, and harm to the Green Belt purpose of safeguarding the countryside from encroachment, and the moderate weight that he gave to localised harm to the character and appearance of the area.

8.7 Recent court and appeal decisions have highlighted the following important issues relating to new and extended cemeteries and crematoria:

- A change of use of land to cemeteries is inappropriate development within the Green Belt, and as such, very special circumstances must be demonstrated in order to outweigh the harm arising from the proposal to the Green Belt, and any other harm.
- For proposals within the Green Belt, robust demonstration of the need for the facility can amount to the very special circumstances required to justify the proposal, provided that it has also been comprehensively demonstrated that there are no alternative suitable sites outside of the Green Belt.
- Whether an argument for the need of a proposal has been fully demonstrated is dependent on factors such as the scale of the population catchment area that would be served by the proposed facility, and the acceptability of the service (e.g. waiting times, travel distances etc) experienced by users of existing facilities.
- Mourners and visitors should generally not be expected to drive for longer than 30 minutes to reach a cemetery or crematorium (assuming that a funeral cortege drives at just over half of normal road speeds).
- Improving the personal preferences (which can include travel distance and time slot availability) of those using existing crematoria, does not in itself demonstrate need

8.8 The Council owns and operates three cemeteries, all within Redhill and Reigate in the centre of the borough.

These are:

- Reigate Cemetery : closed for new burials;
- Reigate Garden of Remembrance : has less than 5-years supply remaining of individual and family plots remaining, and provision for Interment of cremated remains only; and
- Redstone Cemetery: has approximately 15 years supply remaining based on unused and potentially available plots. The cemetery also has specific areas for Muslim burials and natural burials.

The cemetery currently has approximately 1,245 unused plots available, comprising 1,080 lawn graves, 50 traditional graves, 34 Muslim graves, and 81 natural burial graves, and an additional 172 graves in the unused section

of the cemetery.

8.9 The following churchyards have capacity for new burials (generally limited to those who were resident within their Parish or local area), with the remaining capacity (as at December 2015):

- St Margaret’s Church, Chipstead, Hooley: Open to burials for those living within the parish and members of the congregation only. Remaining capacity of 10-15 years (at an average of 8 burials per year).
- St Katherine’s Church, Merstham. In the majority of cases, open to burials for those living within the parish and members of the congregation only. Remaining capacity of around 25-30 years (average of 2 burials per year).
- Horley New Churchyard (St Bartholomew’s), Church Road, Horley. Remaining capacity of approximately 20-25 years.

8.10 There are also several cemeteries in neighbouring boroughs that serve the borough’s population, as shown in Figure 20 below. However, with the exception of Sutton Cemetery, burial capacity is currently limited.

8.11 There are also a number of churchyards in the borough, the majority of which are closed to new burials, and some of which are maintained by the Council.

The following churchyards are closed to new burials:

- St John’s, Redhill (maintained by RBBC)
 - Emmanuel Church, Reigate
 - St Bartholomews Church, Horley
 - St Mary’s, Reigate (maintained by RBBC)
 - St Andrew’s, Kingswood (RBBC provides contributions towards maintenance)
 - St Peter’s, Walton on the Hill
 - All Saint’s, Banstead (RBBC provides contributions towards maintenance).
- Whilst there are some remaining plots for interment of cremated remains, the capacity is unknown.

Figure 20: Capacity of cemeteries in neighbouring boroughs

Source: Various Council websites and informal discussions with Councils

Authority	Cemetery	Capacity
LB Sutton	Sutton Cemetery	40 years
	Cuddington Cemetery	Closed to new burials
LB Croydon	Greenlawn Memorial Park (situated within the area of Tandridge District Council, and comprising 20% use by Tandridge residents)	1-2 years
Tandridge DC	Caterham Cemetery	<ul style="list-style-type: none"> • Closed for new graves • Plots remain for

		interment of cremated remains
	St Mary's Church, Oxted	Closed to new burials
Mole Valley DC	Dorking Cemetery	Until mid 2018
	Clandon Wood Burial Reserve (privately owned site)	MVDC has secured an agreement for residents, which provides up to 75 years capacity
Crawley BC	Snell Hatch Cemetery	Full
Epsom & Ewell BC	Epsom Cemetery	Full

8.12 Both national and local cremation rates are far higher than burial rates (approximately 75-80% of people are cremated). There are currently no crematoria within the borough, so all cremations of borough residents are currently undertaken outside of the borough. The following crematoria serve the borough's residents :

- Surrey & Sussex Crematorium, Crawley (privately run facility by Dignity)
- North East Surrey Crematorium, Morden (jointly run facility by the Borough Councils of Merton, Wandsworth and Sutton)
- Kingston Crematorium, Kingston (facility provided by Kingston Borough Council)
- Croydon Crematorium, Croydon (facility provided by Croydon Borough Council)
- Randalls Park Crematorium, Leatherhead (privately run facility by Dignity, situated within the area of Mole Valley BC)

8.13 Borough residents therefore have to use crematoria, and in some cases cemeteries outside of the borough, which generally have higher rates costs for non-residents. Whilst burial capacity is currently limited at some of the cemeteries outside of the borough which serve the borough's residents, some also have plans to provide additional burial space.

8.14 Redstone Cemetery could potentially be extended into an area of woodland to the rear of the site, on land within the Green Belt. This could additionally provide 792 grave spaces, providing between 6 years to 21 years of additional supply (including an allowance for approximately 30% of burials being made in existing plots in line with the national proportion). However, given that the cemetery has a current capacity of 10-15 years which covers the DMP period, exceptional circumstances could not currently be demonstrated to justify release of Green Belt land through the Development Management Plan for extension of Redstone Cemetery, or any new or extended cemetery or crematoria on current within the borough.

8.15 Rather than allocate land, the DMP therefore includes a criteria based policy (Policy CEM1 Cemetery and / or Crematorium Provision) against which

proposals for new or extended burial grounds or new crematoria may be assessed.

Annex 1: Infrastructure Schedule 2018 – 2027

This Schedule sets out the key infrastructure needed to support the delivery of the development set out in the Development Management Plan (DMP) from 2018 to 2027. The Schedule includes infrastructure schemes to support and to mitigate cumulative impacts of small-scale developments across the borough, as well as infrastructure needed to support specific sites. It does not include all infrastructure that will be provided or enhanced within the borough. Further detail on broader infrastructure upgrades and expansions, not specifically required to support the DMP is provided within the Infrastructure Delivery Plan.

Officers have produced this schedule in liaison with infrastructure providers active within the borough. These providers include Surrey County Council, Highways England, Network Rail, the National Health Service Commissioning Board and Clinical Commissioning Groups, and utility companies. Officers continue to work with Surrey County Council regarding highways mitigation schemes, and other infrastructure providers, and may update this Schedule before submission of the DMP for examination. The Infrastructure Schedule may also be updated as more detail becomes available regarding the infrastructure projects, including details from infrastructure providers' investment plans.

The Council will use its CIL income (from developers) to help provide and improve infrastructure to mitigate the cumulative impact of, and to support development across the borough. This will supplement public funding provided from the Coast to Capital Local Enterprise Partnership (LEP), Education Funding Agency (EFA), the Environment Agency, Highways England, and Surrey County Council as the local education authority and the highway authority for the borough's local road network.

Section 106 planning obligations and s278 highways agreements will continue to be used to secure and fund infrastructure needed to support any one specific development, including on-site public open space and play provision, private cultural leisure and sports facilities, as well as other site-specific infrastructure relating to Horley North West Sector.

The Council's Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List sets out the Council's intentions for use of CIL and S106 to fund and provide infrastructure.

Key to Infrastructure Schemes :

Horley Infrastructure (including remaining NW sector infrastructure to be delivered)

Merstham Infrastructure (including Regeneration Area)

Preston Infrastructure (including Regeneration Area)

Redhill Infrastructure (including Regeneration Area)

Borough-wide infrastructure (Banstead, Reigate, or spanning more than one area)

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
TRANSPORT					
Strategic Road Network					
SRN1	New spur road off existing roundabout at J9a of M23, Horley	Highways England	<p>Cost : £10,000,000</p> <p>Funding Source : Developer funding; Coast to Capital LEP's Local Growth Fund £3,200,000 (subject to pp being granted and commencement by 2022)</p> <p>Balance funded from the developer</p>	2020-22	<p>Need for project: Critical infrastructure to link Horley strategic employment site (Site Allocation Policy HOR9) to the strategic road network.</p> <p>Risk: Highways England agreement of the spur road connection scheme required</p>
SRN2	M25 J8 upgrade	Highways England	<p>Cost : £3,000,000 indicative (likely to increase as more detailed figures become available)</p>	2020	<p>Need for project: Scheme to increase capacity and address the cumulative impacts of growth across the wider area. Initial scheme design works undertaken for Highways England.</p> <p>The scheme will potentially to be included within Road Investment Strategy 2 (RIS 2) which commences preparation next year.</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					<p>RIS2 will be delivered from 2020</p> <p>Risk: HE Funding for scheme</p>
Local Road Network					
LRN1	Improvements to A23 junction with Horley Road with Three Arch Road and Maple Road in White Buses.	Surrey County Council	<p>Cost : estimated at £4,000,000</p> <p>Funding Source : Developer funding from CIL: £370,000 Potentially as match funding for SCC's Greater Redhill Sustainable Transport Package (STP) Phase 2, proposals to Coast to Capital LEP Growth Deal 3 funding.</p> <p>Developer funding from Horley NW sector S106 planning obligation is being used for feasibility studies</p>	By April 2021	<p>Need for project: The need for junction improvements stems from current limitations and the forecast increases in traffic along the A23 corridor as a result of Horley Masterplan developments, and planned housing in Redhill and Reigate. Design work is almost complete on scheme options to provide increased capacity and sustainable transport improvements to the junction.</p> <p>Any scheme should increase capacity in peak hours, reduce queues on Three Arch Road to improve the route to / from East Surrey Hospital, and improve the operation of the A23 junction with Three Arch Road / Maple Road.</p> <p>Risk: Technically challenging junction Future match funding availability against CIL funding</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
					Further detail : R&B Local Committee 17 September 2017 Greater Redhill STP2 (Scheme ID1)
LRN2	Signalised junction of the A217 (Cockshot Hill / Dovers Green Road) with Woodhatch Road and Prices Lane	Surrey County Council	<p>Cost : £2,200,000 (is the minimum cost of a scheme for improvements to safety. If capacity improvements are included, this cost will be higher.</p> <p>Funding Source : Potential to include in the Reigate Transport bid (LRN17)</p> <p>SCC's Greater Redhill Sustainable Transport Package (STP) Phase 2 bid for Coast to Capital LEP <i>Growth Deal 3</i> funding</p> <p>Developer funding : S106 planning obligation funding from Horley NW</p>		<p>Need for project: Woodhatch junction is currently under review by Surrey County Council in order to improve capacity, safety and pedestrian access. The junction is operating above its capacity, and pedestrian crossing facilities need to be improved.</p> <p>Design Feasibility ongoing to develop a scheme that will improve safety and improve capacity. Work undertaken to date will inform upon the options to improve the capacity and safety at this junction in the future.</p> <p>Planning applications for land at Sandcross Lane, Reigate (Site Allocation SSW2) and Hartswood Nursery and Land at Dovers Farm (Site Allocation SSW9), will be required to submit a site specific</p>

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			sector to fund feasibility work providing scheme would result in increased capacity .		<p>Transport Assessment to consider the impact of the development on the surrounding road network, and in particular on this junction. Should it be necessary, these developments will contribute to feasibility studies and junction improvements.</p> <p>Risk: Future match funding availability; physical constraints of junction.</p> <p>Further detail: R&B Local Committee 18 September 2017</p>
LRN3	<p>Upgrading of highway access to the development site at land off The Close and Haroldslea Drive, via The Close.</p> <p>Works to include appropriate improvements to the junction with Balcombe Road.</p>	Surrey Country Council / Developer	Cost : £tbc Developer	In advance of development occupation	Need for project: To facilitate development of SEH4 site allocation
LRN4	Improvements for emergency vehicle access and public transport from Balcombe Road to the strategic employment site at Horley (Site Allocation HOR9)	Surrey Country Council / Developer	Cost : £tbc Developer	In line with masterplan/phasing plan (to be developed)	Need for project: to facilitate the delivery of HOR9 Horley employment site allocation

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LRN5	Improvements to the junction of A23 London Road South and School Hill, Merstham.	Surrey Country Council	Cost : £tbc Developer	In advance of development occupation	<p>Need for project: To accommodate additional traffic from the development site allocations south of Bletchingley Road (ERM4) and at Oakley Farm, Bletchingley Road, Merstham (ERM5), without risk to safety of pedestrians</p> <p>Developers of the allocated sites land south of Bletchingley Road (ERM4) and Oakley Farm, Bletchingley Road, Merstham (ERM5) will be required to submit a site specific Transport Assessment to consider the impact of the development on the surrounding road network, and in particular on this junction.</p> <p>Should it be necessary, these developments will contribute to feasibility studies and junction improvements to address the impact of additional traffic on the safety and efficiency of this road junction.</p>
LRN6	Improvements to the	Surrey Country	Cost : £tbc	In advance of	Need for project:

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	junctions of Dovers Green Road / Sandcross Lane and Slipshatch Road / Sandcross Lane junction.	Council	Developer	development occupation	To accommodate safely additional traffic from the development of site allocations: Land at Sandcross Lane, Reigate (Site Allocation SSW2) and Hartswood Nursery and land west of Castle Drive (Site Allocation SSW7).
LRN7	Improvements to the local highway network including the Dovers Green Road/Sandcross Lane junction and Slipshatch Road/Sandcross Lane junction	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To accommodate safely additional traffic from the development of site Land at Dovers Farm (Site Allocation SSW9)
LRN8	Wider Network Benefits Scheme	Surrey County Council	Cost : £3.75m Coast to Capital LEP; Surrey County Council	In progress	Need for project: A set of Intelligent Transport Systems (ITS) measures to help to manage Surrey's road network and respond to the challenges caused by traffic congestion. Schemes will expand and upgrade the traffic management systems on the primary road network which will help to improve traffic flow during congestion and journey time reliability.
LRN9	A217 Mill Lane to Horley NW Sector (Westvale)	Surrey County Council	Cost : £88,500	Initial bid made September 2017	Need for project: To slow traffic on this stretch of the

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	development roundabout : Reduction of speed limit to 40 mph along with two supporting vehicle activated illuminated signs , and raised-rib edge of carriageway markings		Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217		A217. Part of a project to improve the quality and safety of the A217 between Reigate and Horley Risk: Funding dependent on success of bid to DFT
LRN10	A217 Horley NW Sector (Westvale) roundabout to Sidlow : Renewal of central white line, and replacement of existing cats-eyes with reflective road studs.	Surrey County Council	Cost : £tbc Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217	Initial bid made September 2017	Need for project: To improve the delineation of the bends to the approaching drivers. Part of a project to improve the quality and safety of the A217 between Reigate and Horley Risk : Funding dependent on success of bid to DFT
LRN11	A217 Sidlow to Dovers Green: Introduction of 40 mph signage to inform of new speed limit (to be reduced from 50 mph); reduction in	Surrey County Council	Cost : £tbc Funding Source : Part of wider bid to Department for Transport's Safer Roads	Initial bid made September 2017	Need for project: To help reduce the risk of injury to motorists and to improve visibility. Risk : Funding dependent on success of

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	<p>width of road adjacent to vehicle service garage at Sidlow bridge and use of central hatching to encourage greater compliance with the 40 mph speed limit and to separate vehicle flows.</p> <p>Adjustment of kerbline to narrow the road to allow room for a crash barrier to be installed on both sides of the road in front of the Sidlow Bridge parapets.</p> <p>Renewal of central road markings, replacement of cats-eyes with reflective road studs and raised rib-edge carriageway markings</p>		<p>Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217</p>		bid to DFT
LRN12	<p>A217 Dovers Green to junction with Woodhatch Road :</p> <p>Introduction of antiskid road surfacing on both approaches to Lonesome Lane to reduce the risk of skidding.</p>	Surrey County Council	<p>Cost : £tbc</p> <p>Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley</p> <p>Maximum total of £1,820,000 capital funding available (without match</p>	Initial bid made September 2017	<p>Need for project: To improve safety of this junction</p> <p>Risk : Funding dependent on success of bid to DFT</p>

Scheme Ref	Infrastructure Type / Infrastructure Project	Who will deliver (and maintain) it	Cost and Funding Source(s) including any funding gap	Delivery date	Need for project / Risk and / Contingency and Source of further detail
			funding) from DFT for this stretch of A217		
LRN13	A217 Woodhatch Road to Park Lane East : Increase width of two central islands	Surrey County Council	Cost : £tbc Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217	Initial bid made September 2017	Need for project: To provide greater protection to the right turn lanes and encourage greater compliance with the 30mph speed limit Risk : Funding dependent on success of bid to DFT
LRN14	A217 Park Lane East to Parkgate Road : Widening of pedestrian refuse island south of junction with Lynden Gardens; and replacement of pedestrian refuge with a signalised crossing	Surrey County Council	Cost : £tbc Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217	Initial bid made September 2017	Need for project: To protect right turning vehicles and reduce the carriageway width to encourage greater compliance with the speed limit; and to make crossing safer for pedestrians Risk : Funding dependent on success of bid to DFT
LRN15	A217 Lesbourne Road Toucan Crossing : extension	Surrey County Council	Cost : £tbc	Initial bid made September 2017	Need for project: To provide greater space for cyclists

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	of footway		Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217		and pedestrians; narrowing of road will encourage greater compliance with speed limit. Risk : Funding dependent on success of bid to DFT
LRN16	A217 Bell Street to junction with Morrisons Supermarket: provision of a pedestrian crossing facility close to Bell Street car park vehicle entrance. Widening of footway and reduction in width of road at the Morrison Supermarket junction with Bell Street Feasibility investigation into introduction of pedestrian countdown signal facilities.	Surrey County Council	Cost : £130,500 Funding Source : Part of wider bid to Department for Transport's Safer Roads Fund for the A217 Reigate to Horley Maximum total of £1,820,000 capital funding available (without match funding) from DFT for this stretch of A217	Initial bid made September 2017	Need for project: New pedestrian crossing will reduce the distance to cross the road and improve visibility between pedestrians waiting to cross and oncoming vehicles. Dropped kerbs and tactile paving will assist pedestrians with mobility impairment or using pushchairs. Reduction of width of road for pedestrians to cross the northern arm of the junction and narrowing of road will encourage lower vehicle speeds through the junction. Risk : Funding dependent on success of bid to DFT

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LRN17	Reigate Transport Package : Intelligent urban traffic systems at key junctions within Reigate town (Bell Street/High Street, Bell Street/Bancroft Road, Bancroft Road/Church Street, London Road/Castlefield Road) and variable message signage	Surrey County Council	<p>Cost : total package cost (which includes a range of walking and cycling improvement schemes improvements.£5,000,000 (wider package)</p> <p>Funding Source : Expression of Interest made to Coast to Capital LEP for Growth Deal funding; Surrey County Council/RBBC match funding</p>	tbc	<p>Need for project: Improvement of operation, performance and traffic flow at key junctions to ease congestion and reduce delays</p> <p>This project is part of a package of measures to improve connectivity within Reigate and to surrounding residential areas.</p> <p>Also including investigating measures to reduce downtime and congestion resulting from Reigate level-crossing.</p> <p>Risk: Further feasibility work required to scope package. Funding dependent on SCC making a successful bid to C2C LEP</p>
LRN18	A217 Network Resilience Programme	Surrey County Council	<p>Cost : £3,225,000</p> <p>Funding Source : Coast to Capital LEP's Local Growth Fund = contribution of £2,700,000</p> <p>Surrey County Council Capital budget £525,000</p>	In progress	<p>Need for project: To improve the reliability and resilience of the A217, including arising from flooding.</p>

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Rail					
NR1	Capacity Improvements to Gatwick Station	Network Rail / Gatwick Airport	Cost : £tbc Source : Developer funding from development site at Horley Business Park (Site Allocation HOR9) Potential capacity improvements	In line with masterplan/phasing plan (to be developed)	Need for project: To manage additional station usage arising from HOR9 employment site. Details to be confirmed through the Transport Assessment work for the site
NR2	New platform (zero) at Redhill station	Network Rail	Cost : £ Funding Source : Network Rail	2019	Need for project: Part of the works to upgrade the North Downs Line. Includes wider improvements to the North Downs Line (total cost of £30m), facilitating increased service frequency , and enable trains with more carriages to run on the Thameslink service to London Bridge, as part of works on a North Downs Line upgrade. Prior Approval (No objection 29/06/16, and materials approved); work underway
NR3	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council	Cost : Potentially £100,000 Total package costs is	By March 2020	Need for project: A programme of schemes aimed at making it easier and safer to travel by sustainable modes between

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	Improvements to link the surrounding area to Banstead Railway station to encourage greater use of the trains, including cycle stands and CCTV		£4,840,000 , which includes a bus, walking and cycling improvement measures Funding : Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total STP package		Epsom, Banstead, Nork, Burgh Heath and the Preston estate, including improvements to Banstead railway station. Risk: Funding dependent on success of bid to C2C
Bus					
BT1	Extension of the bus service to serve development at land off The Close and Haroldslea Drive, and new bus infrastructure passenger facilities (e.g. bus stops) on Balcombe Road, Horley to	Surrey County Council	Cost : £25,000 Developer funding from S106 planning obligations Additional funding may also be available	In advance of development occupation	Need for project: To support development of land off The Close and Haroldslea Drive (Site Allocation SEH4)
BT2	Improvements to bus infrastructure passenger facilities (e.g. bus stops) on Bletchingley Road as required to support development of land south of	Surrey County Council	Cost : £25,000 Developer funding from S106 planning obligations Additional funding may also be available	In advance of development occupation	Need for project: To support the development of land south of Bletchingley Road (Site Allocation ERM4) and land at Oakley Farm, off Bletchingley Road (Site Allocation ERM5).

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	Bletchingley Road, Merstham (Site Allocation Policy ERM4)				
BT3	Improved bus services and facilities to serve De Burgh housing development site	Surrey County Council	<p>Cost : £602,000</p> <p>Funding : Developers CIL : £340,000 and S106 planning obligation : £262,000</p> <p>Also included as part of SCC's "<i>Epsom and Banstead Sustainable Transport Project</i>" (STP) outline business case proposal to Coast to Capital for Growth Deal funding.</p>	By March 2020	<p>Need for project: For improved bus links to employment, leisure, shopping, healthcare and other services in Redhill, Reigate, Horley, Gatwick and Crawley.</p> <p>Risk: Availability of match funding</p> <p>Further detail: Meeting of RBBC Executive 13 July 2017; Exec Min No. 18.</p>
BT4	Reigate and Redhill Quality Bus Partnership - Bus corridor improvements on the A23 corridor (bus routes 100,400, 420/460, 424, and 430/435). Improvements to include quality bus stop waiting areas, passenger	Surrey County Council with Reigate & Banstead Borough Council, Metrobus, Southdown & London Buses	<p>Cost : £4,900,000</p> <p>Funding: Coast to Capital LEP Growth Deal 3 bid for £4,160,000</p> <p>Remaining match funding</p>	April 2022	Need for project: Part of a package, coordinated by Surrey County Council, would include a range of measures to make using bus use easier and more attractive to local residents along key transport corridors.

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	facilities, passenger information, and step-free access onto buses.	Post-delivery scheme maintenance costs will be absorbed by SCC.	via s106, CIL, bus providers		<p>CIL funding to cover 5% of costs and one-third of the 15% local match funding required to secure Coast to Capital Growth Deal 3 bid to be made by SCC.</p> <p>Risks: Main risk to deliverability is the availability of funding, which is dependent on a CIL allocation and a successful bid for Growth Deal 3 funding.</p>
BT5	Extension to the bus service and new bus infrastructure / passenger facilities on Nutfield Road, Redhill as requirement to support development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1), and Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2 / ERM3)	Surrey County Council	Cost : £25,000 Developers	In advance of development occupation	Need for project: To support the development of land north and south of A25, Redhill (Site Allocation ERM1 and Site Allocation ERM2/3).
BT6	Improvements to existing bus infrastructure / passenger facilities in and around Sandcross Lane, Reigate and measures to maximise the	Surrey County Council	Cost : £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Sandcross Lane, Reigate (Site Allocation SSW2)

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	accessibility of routes/services to new and existing residents from development at land at Sandcross Lane, Reigate (Site Allocation SSW2)				
BT7	Improvements to existing bus infrastructure / passenger facilities in and around Dovers Green Road, Reigate to serve development at land at Dovers Farm (Site Allocation SSW9)	Surrey County Council	Cost : £25,000 Developer	In advance of development occupation	Need for project: To support the development of land at Dovers Farm (Site Allocation SSW9)
BT8	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council /bus providers	Cost : £4,840,000 (total STP package) Funding : Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total STP package	By March 2020	Need for project: A programme of schemes aimed at making it easier and safer to travel by sustainable (including by bus) means between Epsom, Banstead, Nork, Burgh Heath and the Preston estate, Risks: Main risk to deliverability is the availability of funding, which is dependent on a CIL allocation and a successful bid for Growth Deal 3 funding. Further detail: September 2017

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					Reigate Local Committee
Active transport: Cycle and pedestrian facilities					
CP1	Upgrading of pedestrian / cycle route (FP409) which runs through the development site at land at Bonehurst Road, Horley (Site Allocation NWH2)	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Bonehurst Road, Horley (Site Allocation NWH2)
CP2	Improvement and extension of pedestrian footways on The Close (from Development Site Allocation SEH4), and pedestrian and cycle infrastructure links to Horley town centre	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at The Close, Horley (Site Allocation SEH4)
CP3	Widened shared use cycle path along length of Horley Row	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Chequers Hotel (HOR8)
CP4	Provision of toucans on all outstanding arms of Chequers Roundabout	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Chequers Hotel (HOR8)
CP5	Suitable cycle facility along Oakwood Road/Yattendon Road to connect to Horley town centre	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Chequers Hotel (HOR8) and 39-49 High Street (HOR2)
CP6	Suitable cycle facility along Lumley Road	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of 39-49 High Street (HOR2)

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CP7	Cycle friendly traffic measures along Victoria Road	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of Horley Library (HOR5), Telephone Exchange (HOR7), Royal Mail (HOR4)
CP8	Widened shared-use cycle path along A23 from Cross Oak Lane to Chequers roundabout	Surrey County Council	Likely to be considered under Greater Redhill STP2	March 2021	Need for project: To support the development of land at Bonehurst Road (NHW2)
CP9	Improvements to the High Street to Station Road subway and/or footbridge to enable cycling and prevent flooding in subway	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development High Street Car Park (HOR 1)
CP10	Improvements to pedestrian and cycle infrastructure links between the Horley Strategic Employment development site (Site Allocation HOR9) and Gatwick train station, and the Horley Strategic Employment development site (Site Allocation HOR9) and Horley Town Centre	Surrey County Council	Cost : tbc Funding Source : Developer funding through S106 planning obligation	In line with masterplan/phasing plan (to be developed)	Need for project: To encourage modal shift to help support travel to / from the Horley Strategic Employment site allocation by non-car means.
CP11	Improvement of existing and extension of pedestrian <u>and</u> <u>cycle</u> infrastructure, in the Bletchingley Road, Merstham area. To include : • pedestrian <u>and</u> <u>cycle</u>	Surrey County Council	Cost : £tbc Developers	In advance of development occupation	Need for project : To support development of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4) and Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)

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	<p>infrastructure through the development sites of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4) and Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5) and beyond, to include :</p> <ul style="list-style-type: none"> • new footways on Bletchingley Road, • Continuation of traffic calming measures from Radstock Way to new development areas. • upgrading of off-carriageway pedestrian (including FP93) and cycle routes to Merstham station and to nearby local centres 				
CP12	Significant upgrade of the existing bridleway (BW119) through the development site	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land south of Bletchingley Road,

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	of land south of Bletchingley Road, Merstham (Site Allocation Policy ERM4)				Merstham (Site Allocation Policy ERM4)
CP13	Significant upgrade of the existing footpath (FP168) through the development site of Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of Oakley Farm, Bletchingley Road, Merstham (Site Allocation Policy ERM5)
CP14	High quality shared use foot/cycle path along A23 through Merstham	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of Depot & Bellway House (RED2)
CP15	A240 shared footway and cycleway, Preston	Surrey County Council	Cost : minimum of £186,000 (likely to be higher) Funding source : £72,000 : CIL; remainder to be funded from the De Burgh site s106	By 2020	Need for project: To ensure that residents within the Preston regeneration area have access to safe sustainable walking and cycling options £5,000 being used for design work Further details: Meeting of RBBC Executive 13 July 2017; Exec Min No. 18. This part scheme C6 in the C2C LEP bid for Local Growth Fund, did not get LEP funding in the 2017 bid
CP16	Greater Redhill Sustainable	Surrey County	Cost : total cost of	2021 – 2027	Need for project:

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	<p>Transport Package (STP) Phase 2.</p> <p>Delivery of cycle and pedestrian improvements including improving and widening off-road cycle paths including sections of the National Cycle Route 21 Redhill to Horley.</p> <p>Improvements to Horley cycle and pedestrian infrastructure linkages between the new neighbourhoods of NE and NW Horley and Horley town centre, incorporating links to green open space.</p>	<p>Council with Reigate and Banstead Borough Council</p> <p>Post-delivery scheme maintenance costs will be absorbed by SCC.</p>	<p>£4,950,000</p> <p>Funding Source : CIL : £370,000 as match funding for a Coast to Capital LEP Growth Deal 3 bid</p>		<p>The need for the schemes stems from current limitations and the forecast increases in traffic along the A23 corridor, as a result of Horley Masterplan developments, and planned housing in Redhill and Reigate.</p> <p>Phase 2 proposals focus on walking, cycling and junction improvements between towns and employment centres along the A23 corridor and National Cycle Route (NCR) 21. A key emphasis is to improve links between Merstham, Redhill and Reigate; and to develop routes through to Horley.</p> <p>CIL proposed as a local contribution for a Coast to Capital LEP Growth Deal 3 bid by SCC.</p> <p>The local contribution required is 15%, with 85% met by the Coat to Capital LEP if the application is successful.</p> <p>Risks: Main risk to delivery is funding dependent on a CIL allocation and a</p>

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					successful bid for Growth Deal 3 funding.
CP17	Enhancement of the footpath (FP530) adjacent to Redstone Hollow as requirement for development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).
CP18	Widening of footway on A23 to create shared use foot/cycle track north of Redhill	Surrey County Council	Possibly to be considered under Greater Redhill STP2		Need for project: To support the development of Colebrook (RTC4), Royal Mail (RTC3), and other Redhill town centre developments.
CP19	Improvement and extension of pedestrian and cycle facilities, including new footways on Nutfield Road with safe crossing points to access the footpath (upgrade to bridleway/create cycle track) adjacent to Redstone Park (FP102) as requirement for development of the land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1).
CP20	Improvement and extension of pedestrian and cycle	Surrey County Council	Cost : £tbc Developer	In advance of development	Need for project: To support the development of Land

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	facilities on Dovers Green Road and Lonesome Lane and upgrading of the existing bridleway (BW61) through the development site of Land at Dovers Farm, Woodhatch, Reigate			occupation	at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)
CP21	Off-road cycle route along Prices Lane	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of land at Sandcross Lane (SSW2)
CP22	Epsom and Banstead Sustainable Transport Package (STP)	Surrey County Council	Cost : £4,840,000 (total STP package) Funding : Coast to Capital LEP Growth Deal funding of £3,600,000 for the total STP package £1,240,000 SCC/private sector funding for the total STP package	March 2020	Need for project: A programme of schemes aimed at making it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and the Preston estate. Risk: Funding from CtoC still needs to be secured
CP23	Cycle and Pedestrian Improvements under the Reigate Transport Package for Reigate Road from the town centre southwards to Woodhatch Road / Prices Road junction	Surrey County Council	Cost : £4,950,000 (total package, which includes a variety of transport infrastructure schemes) Surrey County Council has submitted an Expression of Interest to	tbc	Need for the project: To improve connectivity within the town centre and reduce congestion. Package of measures to improving the operation of key junctions and road links.

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			<p>Cost to Capital LEP for Growth Deal 3 funding. This includes 15% (£750,000) local contribution from SCC/RBBC</p> <p>SCC will now make a Business Case.</p>		Risks: Further feasibility work required; availability of CtoC LEP funding
CP24	Reigate Transport Package : Creation of off-carriageway cycle route within the town linking to Reigate station and Woodhatch junction (avoiding Cockshot Hill)	Surrey County Council	<p>Cost : £4,950,000(total package)</p> <p>Surrey County Council has submitted an Expression of Interest to Cost to Capital LEP for Growth Deal 3 funding. This includes 15% (£750,000) local contribution from SCC/RBBC</p>	tbc	<p>Need for project: Improvements to walking and cycling infrastructure to provide a safer and more pleasant alternative for cyclists and pedestrians, with aim of reducing car use and road congestion.</p> <p>Risks: Further feasibility work required; availability of C2C funding</p>
CP25	Reigate Transport Package : Creation of an off-carriageway cycle route within the town linking to Reigate station (via Castlefield Road/Tunnel Road) and existing routes east towards Redhill	Surrey County Council	<p>Cost : £4,950,000(total package)</p> <p>Surrey County Council has submitted an Expression of Interest to Cost to Capital LEP for Growth Deal 3 funding. This includes 15% (£750,000) local</p>	tbc	<p>Need for project: Improvements to walking and cycling infrastructure to provide a safer and more pleasant alternative for cyclists and pedestrians, with aim of reducing car use and road congestion.</p> <p>Risks: Further feasibility work required;</p>

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			contribution from SCC/RBBC		availability of C2C funding
CP26	Cycle route on east side of A217 in Banstead	Surrey County Council	Cost : £tbc Developer	In advance of development occupation	Need for project: To support the development of The Horseshoe (BAN2)
UTILITIES					
Water supply					
WS1	Reinforcement at Meath Green Lane, North West Horley (3,000m length) Reinforcement of existing 3" cast iron main to 250mm ductile iron (DI)	Sutton and East Surrey Water	Cost : Approximately £1,250,000 Developer	As part of scheme delivery; from 2017	Need for the project: The reinforcement of the 3-inch cast iron main is required as a result of the Horley NW Sector (Westvale) development, and to service North West Horley Site Allocation NWH1. Reinforcement already required. The resilience of supply to the Horley and Gatwick area has informed the proposed design.
WS2	Reinforcement at Bletchingley Road, Merstham (600m length)	Sutton and East Surrey Water	Cost : Approximately £250,000 Developer	As part of scheme delivery	Need for the project: Replacement of existing 3" cast iron (CI) main with 125mm polyethylene (PE). Required to provide adequate pressure and flow to provide for development in Merstham at Site Allocation sites ERM4, and ERM5.

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WS3	<p>Reinforcement at Nutfield Road, East Redhill (750m length)</p> <p>A new connection to the main network will be required.</p> <p>It is likely that new district meters (DMs) and pressure reducing valves (PRVs) will also be necessary.</p>	Sutton and East Surrey Water	<p>Cost : Approximately £300,000</p> <p>Developer</p>	As part of scheme delivery	<p>Need for the project: Network reinforcement required to ensure future resilience for Redhill town centre.</p> <p>A new connection to the trunk main will be required to provide adequate pressure and flow for development in East Redhill at Site Allocation sites ERM1, ERM2 and ERM3. It is likely that new district meters (DMs) and pressure reducing valves (PRVs) will also be necessary. The equivalent of a 180mm reinforcement will be required. Detail to be confirmed with design of development scheme.</p>
WS4	Reinforcement at Dovers Green Road, South West Reigate (720m length)	Sutton and East Surrey Water	<p>Cost : Approximately £290,000</p> <p>Developer</p>	As part of scheme delivery	<p>Need for the project: Reinforcement of existing 4 inch cast iron main. Required to provide adequate pressure and flow to provide for (cumulative) development in South West Reigate at Site Allocations SSW7 and SSW9.</p>
WS5	Reinforcement at Sandcross Lane (375m) and Prices Lane (620m), South West Reigate	Sutton and East Surrey Water	<p>Cost : Approximately £400,000</p> <p>Developer</p>	As part of scheme delivery	<p>Need for the project: Replacement of existing 3 inch cast iron main with 125mm polyethylene (PE) Detail depends on location of</p>

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					proposed connection.
Wastewater / sewage connections and treatment					
	None Identified				
Gas and Electricity supply and distribution					
	None Identified				
EDUCATION					
Early Years Education					
EYE1	Early years provision by the Local Education Authority or other suitable provider of Early Years Education at Horley North West Sector (Westvale)	SCC/other provider	Cost : £259,524 financial contribution towards local early years provision Source : Developer	In line with s106 agreement	Need for project: To provide for the early years education needs arising from Horley NW sector (Westvale) development.
Primary Education					
PE1	New 2FE Primary Free School at North West Sector (Westvale) Horley	Surrey County Council seeking Free School Sponsors to run school	Cost : Approximately £7,200,000 A serviced site of 1.87ha to be provided at nil cost to Surrey County Council (as Local Education Authority) and 0.66ha of playing pitches	September 2020	Need for project: To serve the new population at the Horley North West Sector (Westvale) development and the surrounding area Playing pitches to serve school children during school hours and the wider community outside of school hours

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			<p>Funding Source : Developers of Horley North West Sector (Westvale) to provide serviced site of 1.8ha at nil cost and 0.66ha playing fields Or £4,152,381 for alternative acquisition of land and construction</p> <p>Education Funding Agency Basic Need Funding</p> <p>SCC capital funding</p>		
PE2	<p>Hatchlands Primary School, Redhill New 2FE Free primary school, to open in Sept 2018</p> <p>60 places per year (420 total capacity)</p>	Potentially by Multi Academy Partnership	<p>Cost : Approximately £4,000,000</p> <p>Education Funding Agency Free School Programme</p>	September 2018	<p>Need for project: To serve natural population growth and new residents of planned development in Redhill and Reigate</p> <p>Conversion of the former Redhill Magistrate's Court.</p>
PE3	New 2FE primary school as part of the Land west of Copyhold Works and Former Copyhold Works, Redhill	Academy (potentially delivered as a Free School)	<p>Cost : approximately £4,000,000 to build</p> <p>Developer to provide free</p>	September 2025	<p>Need for project: Likely to be needed to meet the primary education needs arising from planned housing in the school</p>

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	(Site Allocation Policy ERM2/ERM3)		<p>serviced land as its Community Infrastructure Levy Payment in Kind (up to the equivalent cost of its CIL payment).</p> <p>Any additional land value to be reimbursed to developer by Surrey County Council as the Local Education Authority).</p> <p>Other Funding Sources : Education Funding Agency Basic Need Funding / Education Funding Agency Free School Programme SCC capital funding</p>		<p>place planning area of Merstham/ Redhill/Reigate.</p> <p>In accordance with the site allocation policy, the need for a new 2FE primary school to serve this primary school planning area will be re-tested before planning is granted. Should there be insufficient need at that time the need for an alternative community use must be tested, and if any is needed serviced land for a community use must be made available.</p>
Secondary Education					
SE1	Oakwood Secondary School, Horley: expansion from 8 Forms of Entry to 10 FE.	SCC/Future Academy provider	<p>Cost : £1,800,000</p> <p>Funding Sources : Education Funding Agency Basic Need Funding</p>	1FE increase in Sept 2018 and a further 1FE in Sept 2019	<p>Need for project: To expand to a total of 10FE (from current 8FE), i.e. a total increase of 60 children in each school year. Includes provision of a consolidated Special Educational Needs (SEN) base.</p>

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			<p>SCC Capital funding</p> <p>CIL: part of £500,000 to be shared with expanding Warwick School, Redhill; and St Bede's, Redhill.</p> <p>SCC capital funding</p>		<p>Further detail : SCC School Organisation Plan December 2016 https://www.surreycc.gov.uk/schools-and-learning/schools/directory-of-surrey-schools/new-schools-opening-in-surrey</p>
SE2	Merstham Park School, Merstham New 6 FE Free Secondary School (with space to expand to 9FE)	GLF Multi-Academy Trust	<p>Cost : approximately £19,500,000</p> <p>Education Funding Agency Free School Programme: £19,500,000</p>	September 2018	<p>Need for project: New school co-educational school (ages 11-16) to serve pupils living in Merstham, Redhill and Reigate.</p> <p>Further detail : SCC School Organisation Plan December 2016 https://www.surreycc.gov.uk/schools-and-learning/schools/directory-of-surrey-schools/new-schools-opening-in-surrey</p>
SE3	Warwick School, Redhill : expansion from 6 Forms of Entry to 7FE	Warwick Academy / Surrey County Council	<p>Cost : £710,000</p> <p>Funding Sources : Education Funding Agency: Basic Needs</p>	September 2019	<p>Need for project: Would create an additional 30 school places in each school year group.</p> <p>To help to accommodate increased</p>

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			<p>Funding</p> <p>Education Funding Agency PSBP2 Funding</p> <p>CIL: part of £500,000 to be shared with expanding St Bede's, Redhill; and Oakwood School, Horley.</p> <p>SCC capital funding</p>		<p>need within the Reigate and Redhill Secondary School Planning Area from a rise in birth rate and house building and migration within the area.</p>
SE4	St Bede's Secondary School, Redhill Expansion by 2 Forms of Entry	Surrey County Council	<p>Cost : £6,770,000</p> <p>Funding Sources : Education Funding Agency Basic Need Funding</p> <p>CIL: part of £500,000 to be shared with expanding St Bede's, Redhill; and Oakwood School, Horley.</p>	September 2019	<p>Need for project: Would create an additional 60 school places in each school year group.</p> <p>To help to accommodate increased need within the Reigate and Redhill Secondary School Planning Area from a rise in birth rate and house building and migration within the area.</p> <p>Expanding from a 9 Form Entry (1,350 places plus Sixth Form) secondary to an 11 Form Entry (1,650 places plus Sixth Form) secondary providing an additional 300 places.</p>
SE5	Expansion of existing		Cost : £4,490,000	Likely from 2022	Need for project: NW Sector Horley

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	secondary schools in Horley.		Funding Sources : Developer funding through S106 planning obligation of £4,490,000		(Westvale) S106 planning obligation financial contribution to be used for the adaptation of existing unsuitable places or temporary places and/or the provision of new additional places at schools reasonably accessible to pupils in Horley. Payment is due before occupation of 750 dwellings (potentially about 2022).
HEALTH AND COMMUNITY					
Primary Care : Medical Centres / GPs surgeries					
PC1	Provision of additional primary and community health capacity at North West Horley (Westvale) development	A commercial or public / private partnership	Cost : approximately £1.48m Funding source : Developer	In line with s106 agreement	Need for project: Land reserved by the planning obligation / S106 (ref. 04/02120/OUT) for a serviced site for a new medical centre of 1,000sqm in the Neighbourhood Centre and to offer the serviced site on commercial terms to a commercial partner to deliver it. Contingency : If there proves to be no commercial interest in the site, and / or NHS England and ES CCG decides not to commission a new surgery on the

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					<p>Horley NW sector (Westvale) reserved "medical centre" site, additional patients would need to be accommodated in existing medical centres through commissioning of extensions.</p> <p>This could potentially be through expansion of Wayside Medical Centre or Birchwood Medical Centre, and / or a new medical centre at the Beechcroft Centre NHS site, all of which are in Horley town centre (both East Surrey CCG), or Clerksons Surgery in Vicarage Lane, Horley (Crawley CCG)</p> <p>See Infrastructure Delivery Plan 2017 for further detail regarding commissioning of new primary care medical centres / surgeries</p>
PC2	Tattenham Health Centre additional consulting and training room in a modular building	Tattenham Health Centre GPs Practice	Cost : £51,700 Funding source : CIL : £51,700	By April 2018	Need for project: To assist with the expansion of the practice from a practice list size of 6,500 patients to 7,000.
PC3	Extension to Greystone	GP Practice	Cost : approximately	tbc	Need for project:

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	House Surgery, Redhill		£738,261 Funding Source : NHS England - South (South East)		<p>Extension to surgery to provide four additional consultation rooms (2FTE GPs), and additional new clinical and ancillary rooms.</p> <p>This extension will assist with the expansion of the patient list from approximately 6,000 to 6,500-7,000 to accommodate some of the patient register from the former South Park surgery, Reigate (closed September), and to meet future population needs (including from new developments), including an increasing elderly population.</p> <p>Risk : Planning application at appeal. Potential that planning permission for the extension is not granted</p>
PC4	Provision of serviced land on the development site at land at Sandcross Lane, Reigate (Site Allocation SSW2) to accommodate a new primary care health facility close to existing community facilities.	A commercial or public / private partnership	<p>Cost : Building Cost : approximately £1,480,000</p> <p>Funding Source : Developer to provide the serviced land as CIL payment in kind</p> <p>NHS England - South</p>	To be agreed	<p>Need for project: To provide for the medical needs of the growing population (due to natural growth and new development) within the south and west of Reigate.</p> <p>Contingency : If there proves to be no commercial</p>

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			(South East); potentially involving a Local Improvement Finance Trust (LIFT) partner		interest in the site, and / or NHS England and ES CCG confirm that they will not to commission a new surgery on this site, an additional GP could be needed at Wall House surgery. See Infrastructure Delivery Plan 2017 for further detail regarding commissioning of new medical centres / surgeries
Acute Medical Care					
	None identified				
Community Facilities					
CF1	Redhill Library refurbishment	Surrey County Council	Cost : £350,000 Funding Source : CIL : £308,000 SCC Library Service budgets : £42,000	By April 2019	Need for project: Needed to modernise to increase use and capacity; includes provision of two new meeting room pods.
CF2	Community use (potentially adult social care centre) as part of the Colebrook site,	Developer and / or Surrey County Council	Cost: tbc Funding source: Surrey County Council	tbc	Need for project: To secure continued and improved community service provision in

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	Noke Drive, Redhill (Site Allocation Policy RTC2)				Redhill
CF3	Preston Regeneration Programme, Preston Estate, Tadworth : Tadworth Leisure and Community Centre, Preston Park, and improvements to local infrastructure and public realm	Reigate & Banstead Borough Council	Cost : £13,032,545 CIL : £322,671 (to part reimburse RBBC capital forward-funding)	CIL spending by 2020 (some projects already delivered)	Need for project: To avoid delay of key regeneration projects including the Leisure and Community Centre and Preston Park, RBBC agreed to provide £175,671 of forward funding in advance of CIL receipts. A further £147,000 CIL funding will enable completion of outstanding regeneration works.
CF4	Banstead Library redevelopment as part of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Surrey County Council	Cost : £tbc Community use re-provision to be part-funded by housing development on part of the wider (BAN2) site	By 2023	Need for project: As part of the Site Allocation Site BAN2 The Horseshoe, to secure continued and improved community service provision in Banstead
Emergency Services					
ES1	"Blue Light Hub", Banstead	South East Coast Ambulance Service (SECamb), and Surrey Fire and Rescue	Cost : £4-5,000,000 Funding Source : CIL : £500,000 SECamb; Surrey County Council	By April 2022	Need for project: Co-location of emergency services improving service standards and efficiency Risks: Availability of public sector funding

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Flood Mitigation					
FM1	Burstow Stream Flood Alleviation Scheme, south east and North Horley	Environment Agency with Surrey County Council as Lead Local Flood Authority (LLFA), with Reigate and Banstead Borough Council (RBBC) Surrey Wildlife Trust, and South East Rivers Trust	Cost £3,600,000 Funding Source : CIL : £500,000 Defra Grant in Aid EA Local Levy Potential for Horley Masterplan S106 obligation to contribute to this project	In two construction Phases, phase 2 to be completed by April 2021	Need for project: To reducing flood risk from fluvial flooding and surface water flooding, in South East and North Horley. Currently at appraisal stage. Project cost and options are based on the findings of the EA's Middle Mole High Level Options report. Part of Surrey County Council's Integrated Works Programme. Risks: The EA has identified scheme funding in its 6-year programme, but a local contribution of up to £550,000 is required to secure this resource. Burstow Catchment Flood Risk Management Plan
FM2	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs and	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To support the development of Land at Bonehurst Road, Horley (Site Allocation NWH2)

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	protection of the network of ditches within the site) as part of the development of Land at Boneshurst Road, Horley (Site Allocation NWH2)				
FM3	Measures to address and attenuate surface water flooding as part of the development of Land south of Bletchingly Road, Merstham (Site Allocation ERM4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To support the development of Land south of Bletchingly Road, Merstham (Site Allocation ERM4)
FM4	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs) as part of the development of Oakley Farm, Bletchingly Road, Merstham (Site Allocation ERM5)	Developer	Cost : £ Developer	As part of scheme delivery	Need for project: To support the development of Oakley Farm, Bletchingly Road, Merstham (Site Allocation ERM5)
FR5	Incorporate SUDS (flood mitigation ponds) into design of new development at the De Burgh development site, Tadworth (ref: 16/02949/F)	Developer, Surrey County Council, Reigate & Banstead BC	Cost :£tbc	As part of scheme delivery	Need for project: To support scheme delivery Further information: Planning permission (ref: 16/02949/F)
FR6	A23 resilience project :	Surrey County	Cost : £5,000,000	Start works March	Need for project:

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	To mitigate flooding to the A23 corridor between Redhill town centre and Horley.	Council	Funding Source : Coast to Capital LEP funding, business case being finalised. Surrey County Council : Developer Contributions :	2018	Group of schemes to carry out repairs and local improvements to the drainage system on the A23 between Redhill and Horley, to include carriageway resurfacing (approximately 4km). These schemes are currently at the design stage Further information: R&B Local Committee Report Sept 2017 (Item 9)
FR7	Redhill Flood Alleviation Scheme : Particularly Redhill town centre, Memorial Park, Frenches Road and A23 London Road near Colesmead	The Environment Agency with Surrey County Council	Cost : £1,382,000 Funding Source : Developer contributions CIL : £200,000		Flood risk management and defence scheme to protect commercial town centre and residential community of Redhill from surface water flooding. Currently at appraisal stage. Part of Surrey County Council's Integrated Works Programme. Options to resolve issues relating to culvert blockages, surcharging of manhole covers, local topography and ponding.
FM8	A217 Network Resilience Programme, including A217 LEP project : • M25 Junction 8 up to and including Babylon Lane	Surrey County Council	Cost : M25 J8 to Babylon Rd = £1,100,000 Funding Source : Coast	In progress	Need for project: To improve the reliability and resilience of the A217, including arising from flooding.

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	roundabout (vegetation clearance, siding out, CCTV surveys, repair works, improvements to drainage system and resurfacing)		to Capital LEP's Local Growth Fund = contribution of £2,700,000 Surrey County Council Capital Budget = £		
FM9	Reigate (Town Centre) Flood Alleviation Scheme	Surrey County Council	Cost : £ £45,000 for options appraisal TBC dependent on option identified Funding Source : Environment Agency's Flood Defence Grant in Aid (FDGiA)	tbc	Need for project: To address flood risk within the town centre (identified by modelling, and the historic 2013/14 flood event) Part of Surrey County Council's Integrated Works Programme.
FM10	South Earlswood : to mitigate flood risk (modelled and historic 2013/14 flood event)	Surrey County Council	Cost : £ £45,000 for options appraisal TBC dependent on option identified Funding Source : Environment Agency's Flood Defence Grant in Aid (FDGiA)	tbc	Need for project: To address flood risk in South Earlswood
FM11	Measures to address and attenuate surface water flooding as part of the Horseshoe site, Banstead (Site Allocation Policy BAN2)	Developer	Cost : £ Developer	As part of scheme delivery	Need for project: To address impact of new development at the Horseshoe site, Banstead (Site Allocation Policy BAN2)

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FM12	Measures to address and attenuate surface water flooding (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs) as part of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2).	Developer	Cost : £ Developer	As part of scheme delivery	Need for project: To address impact of new development at Sandcross Lane, Reigate (Site Allocation Policy SSW2).
FM13	Measures to mitigate likely increase in surface water runoff (to include a comprehensive system of Sustainable Urban Drainage Systems / SUDs, and improvements to the main river corridor and network of ditches within the site) as part of the development of land at Dovers Farm, Woodhatch, Reigate.	Developer	Cost : £ Developer	As part of scheme delivery	Need for project: To address impact of new development at of land at Dovers Farm, Woodhatch, Reigate (SSW9)
Green Infrastructure					
GI1	Provision of approximately 30ha of new open space as a Riverside Green Chain as part of Horley North West	Delivered by developers. Ownership of the land to be	Cost : £ Developers (Crest Nicholson, Charles	From 2018 based on S106 planning obligation triggers	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan.

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	Sector (Westvale) development	transferred to Reigate & Banstead BC who will maintain it	Church, A2 Dominion, Taylor Wimpey) through S106 planning obligation : On-going maintenance Reigate & Banstead BC		
GI2	Provision of two new allotment sites as part of the development of the Horley North West Sector (Westvale).	Delivered by developers. Ownership of the allotments to be transferred to Horley Town Council who will maintain them.	Cost : £ Developers through S106 planning obligation : Crest Nicholson Charles Church A2 Dominion Taylor Wimpey On-going maintenance Horley Town Council	From 2020	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan.
GI3	As part of the development of the North West Horley sector (Westvale) : Undertake feasibility studies, agree delivery, secure land and provide new public outdoor sports facilities.	Reigate and Banstead BC	Cost £tbc Developers through S106 planning obligation On-going maintenance Reigate & Banstead BC	Feasibility by end 2018 Provide from 2020	Need for project: Green infrastructure as part of development. In accordance with the Horley Master Plan.
GI4	Provision of twelve new Local Areas of Play (LAPs) and five Local Equipped Area for Play (LEAPS) within the Horley	Delivered by developers. Ownership of the land to be	Cost : £ Developers (Crest Nicholson; Charles	From 2018 based on S106 planning obligation triggers	Need for project: To address recreational needs arising from the development.

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	North West Sector (Westvale).	transferred to Reigate & Banstead BC who will maintain them	Church; A2 Dominion; Taylor Wimpey) through S106 planning obligation On-going maintenance Reigate & Banstead BC		
GI5	On-site new natural / semi-natural green space as part of the development of Land at Meath Green, Lane, Horley (Site Allocation NWH1). Open space should include the flood-prone land, which should be linked up to the wider countryside, including the Riverside Green Chain, and to enable improvements to the Burstow Stream river corridor. The open spaces should reflect the River Mole Biodiversity Opportunity Area.	Developer	Cost: £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development.
GI6	On-site new play facilities as part of the development of Land at Meath Green Lane,	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To provide play opportunities for children living in new housing

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	Horley (Site Allocation NWH1).				development at Land at Meath Green Lane, Horley (Site Allocation NWH1).
GI7	On-site new allotments as part of the development of Land at Meath Green Lane, Horley (Site Allocation NWH1).	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development at Land at Meath Green Lane, Horley (Site Allocation NWH1) and maintain biodiversity in the area.
GI8	On-site new natural / semi-natural green space as part of the development of land at Boneshurst Road, Horley (Site Allocation NWH2) Open space should include flood-prone land, which should be linked up to the wider countryside, including the Riverside Green Chain, enhancing the river corridor.	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development land at Boneshurst Road, Horley (Site Allocation NWH2) and maintain biodiversity in the area.
GI9	On-site new public open space, including along the river corridor as a continuation of the Riverside Green Chain, as part of the development of land off The Close and Haroldslea Drive, Horley (Site Allocation SEH4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for project: To address recreational needs arising from the development land off The Close and Haroldslea Drive, Horley (Site Allocation SEH4) and maintain biodiversity in the area.

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GI10	Public realm improvements including planting along Portland Drive, Merstham	Reigate & Banstead BC Raven Housing Trust Developer	Cost :£ tbc Developer	By end of 2020	Need for project: To create green space links
GI11	Provide new publically-accessible local playspace at the De Burgh development site, Tadworth (ref: 16/02949/F)	Developer (London Square Development Ltd)	Cost :£tbc Developer	By 2022	Need for project: To provide play opportunities for children living in new housing development
GI12	Provision of green roof garden at Marketfield Way development, Redhill town centre	Reigate & Banstead BC Developer	Cost :£tbc Developer		Need for development: To integrate green infrastructure into new development to provide amenity space and biodiversity opportunities
GI13	Earlswood Common footpath restoration	Reigate and Banstead BC	Cost : £100K Funding Source : CIL : £49,900, and RBBC capital budget : £10,000	By April 2018	Need for development: To encourage use of strategic public open spaces
GI14	On-site new public open green space as part of the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1). Including green space links to the Holmesdale Biodiversity	Developer	Cost : £tbc Developer		Need for development: To address recreational needs arising from the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1) and to achieve and biodiversity enhancements for the area.

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	Opportunity Area and the Greensands Ridge adjacent to the site				
GI15	On-site new play facilities as part of the development of land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To provide play opportunities for children living in new housing development at land at Hillsbrow site, Redhill (Site Allocation Policy ERM1)
GI16	<p>On-site new natural / semi-natural amenity green space as part of the development of Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2 / ERM3).</p> <p>The spaces to link to the wider countryside, reflecting the Holmesdale Biodiversity Opportunity Area, Holmethorpe Site of Nature Conservation Importance, and Greensands Ridge.</p> <p>The green spaces to form a buffer zone between the</p>	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development of Land west of Copyhold Works and Former Copyhold Works (Site Allocation Policy ERM2 / ERM3) and to achieve and biodiversity enhancements for the area.

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	housing development on the site and the adjacent Patterson Court (partially restored) landfill site to the north east, including improvements to Redhill Brook corridor				
GI17	On-site play facilities as part of the development of Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To provide play opportunities for children living in new housing development at Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3)
GI18	On-site new allotments as part of the development of Land west of Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Copyhold Works and Former Copyhold Works, Redhill (Site Allocation Policy ERM2 / ERM3).
GI19	On-site new natural / semi-natural green space as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4).	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4), and maintain biodiversity in the area.

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	The spaces to link to the wider countryside, with an appropriate relationship with the adjoining nature reserve and reflecting the Holmesdale Biodiversity Opportunity Area				
GI20	On-site new public play facilities as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4).
GI21	On-site new public informal green space as part of the development of land south of Bletchingley Road, Redhill (Site Allocation Policy ERM4)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To achieve and biodiversity enhancements for the area.
GI22	On-site new public open space including play facilities as part of the development of Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5)	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address recreational needs arising from the development at Oakley Farm, Bletchingley Road, Redhill (Site Allocation ERM5).
GI23	On-site new allotments as part of the development of Oakley Farm, Bletchingley Road, Redhill (Site Allocation	Developer	Cost : £tbc Developer	As part of scheme delivery	Need for development: To address needs arising from the development at Oakley Farm, Bletchingley Road, Redhill (Site

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	ERM5)				Allocation ERM5).
GI24	<p>On-site new high-quality public natural / semi-natural green space in the western part of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2).</p> <p>The open space to provide an appropriate link with, and buffer to the adjacent countryside, reflecting the Earlswood to Redhill common biodiversity opportunity area</p>	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address recreational needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2), and achieve and biodiversity enhancements for the area.</p>
GI25	On-site new public play facilities as part of the development of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address recreational needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy SSW2).</p>
GI26	On-site new allotments as part of the development of the development of land at Sandcross Lane, Reigate (Site Allocation Policy SSW2)	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address at Sandcross Lane, Reigate (Site Allocation Policy SSW2)needs arising from the development at Sandcross Lane, Reigate (Site Allocation Policy</p>

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					SSW2).
GI27	<p>On-site new natural / semi-natural green space as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)</p> <p>The spaces to link to the wider countryside, reflecting the Earlswood to Redhill common biodiversity opportunity area and River Mole Biodiversity Opportunity Area</p>	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address recreational needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9), provide a good quality urban edge and achieve and biodiversity enhancements for the area.</p>
GI28	On-site new public open space to include play space, as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address recreational needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9).</p>
GI29	On-site new allotments as part of the development of Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9)	Developer	<p>Cost : £tbc</p> <p>Developer</p>	As part of scheme delivery	<p>Need for development: To address needs arising from the development at Land at Dovers Farm, Woodhatch, Reigate (Site Allocation SSW9).</p>
GI30	New or upgraded public open	Developer	Cost : £tbc	As part of scheme	Need for development:

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	space and enhancements to green infrastructure to complement and strengthen the existing 'green corridor' along Bolters Lane, as part of the development of the Horseshoe site, Banstead (Site Allocation Policy BAN2)		Developer	delivery	To address recreational needs arising from new development.
GI31	Minimum of 5ha of open space including parkland and outdoor sports pitches and facilities at Horley strategic employment site	Developer On-going maintenance will be by either developer, a Community Land Trust or similar, or following transfer to the Council	Cost : £tbc Developer	In line with masterplan/phasing plan (to be developed)	Need for development: To address recreational needs arising from the development and provide recreational facilities to meet wider needs.