

1. The HMP, which forms part of Reigate and Barnstead Borough Council's adopted Local Plan (2005), will deliver 2,600 homes, supported by a comprehensive range of infrastructure and service improvements.
2. The Local Plan allocates two major urban extensions in the north of the town to deliver the majority of these homes. Two new neighbourhoods, the North East Sector and the North West Sector, will provide 710 and 1,510 dwellings respectively and an additional 380 homes will be built on smaller sites.
3. The Local Plan recognises the importance of planning in a coordinated way for the cumulative impact of development and therefore identifies a package of infrastructure and service improvements that will be required to support this growth.
4. All local service providers were consulted through the plan making process about what improvements were necessary.
5. In 2005 Executive agreed the package of infrastructure and service provision as outlined in table 1 below.

Table 1: 2005 Forecast of Developer Contributions (direct provision and financial contributions)	
Passenger Transport Fastway bus service infrastructure. Cost of running Fastway over 10 years Dial a ride Horley Station	£10.5m
Highway works Access roads and junctions improvements Traffic calming Cycling and pedestrian facilities	£10.5m
Education Primary education (inc. two x 1 FE sites) Secondary education Post 16 provision	£10.0m
Community services Library & community info. centre Youth provision	£1.0m
Total	£32m

6. These infrastructure and service improvements were then incorporated into the Borough Council's adopted Local Plan (2005) and the Horley Infrastructure Provision Supplementary Planning Document (2008).
7. The Plan makes clear that all of the planned development (2,600 homes) should provide a fair proportion of the costs of this infrastructure and that the developers of the two new neighbourhoods are also expected to provide site specific infrastructure.

The Progress in delivering homes and securing developer contributions

8. Since 2005 good progress has been made in delivering the HMP.

North East Sector (NES)

9. The NES is the first of the new urban extensions to come forward. When complete the neighbourhood will include 710 new homes, a one form entry primary school, local centre and associated open space.
10. Two Section 106 (S106) agreements have been completed for the development. The agreements secure both site specific infrastructure and contributions for highways, transport, education and community facilities.
11. Good progress has been made to date in the build. The developers have completed the major on-site infrastructure, including a new link road and associated junction improvements, and it is anticipated that the neighbourhood will be fully complete and occupied by 2016.
12. In addition, the vast majority of S106 contributions have been collected. The remaining contributions will be paid in accordance with S106 triggers.

North West Sector (NWS)

13. The NWS is the second and larger urban extension to come forward. When complete the neighbourhood will comprise 1,510 homes, a primary school, a local centre, a range of community facilities and associated open space.
14. Outline planning permission for the NWS was granted in December 2014, following the completion of a S106 agreement.
15. The S106 secures important on-site infrastructure, such as two new link roads, junction improvements, and a site for a two form entry primary school. In addition the S106 secures significant contributions for highway, transport, education and community improvements.
16. The developers commenced enabling works in 2015 and is anticipated that the new neighbourhood will be completed within 7 to 10 years.
17. On site infrastructure and contributions will be provided in accordance with trigger points within the S106 agreement.

Smaller Sites

18. The planned residential development on smaller sites is now very advanced. Unilateral agreements have been signed with the developers of all 380 new homes and 85% of monies have now been collected. .

County Council Infrastructure delivery

19. The Council has made very good progress in delivering flagship infrastructure and service improvements that have brought about major benefits for local residents. Among these are:
 - Longbridge roundabout and A23/Massetts Road junction works, approved by Executive in December 2003;
 - Fastway bus service, approved by Executive in October 2001;
 - A one form entry primary school in the NES, approved by Cabinet on 24 September 2013;
 - Improvements to Horley Station, funded by Local Transport Fund; and
 - Horley Young People's Centre.

20. The delivery of infrastructure in advance of developer contributions has resulted in considerable expenditure for the Council (see the Part 2 report).
21. The Council has already collected developer contributions from existing S106 and unilateral undertakings for both this and future infrastructure provision.
22. Over the next ten years, the Council will also be providing a range of other large scale infrastructure and service improvements. Some of the major planned improvements include:
 - A new primary school in the NWS
 - Expansion of secondary and post 16 provision
 - A new library
 - A high quality bus corridor linking the NWS to the town centre
 - Running of a new bus service to the NWS
 - Off-site junction works

The North East Sector and works to Langshott

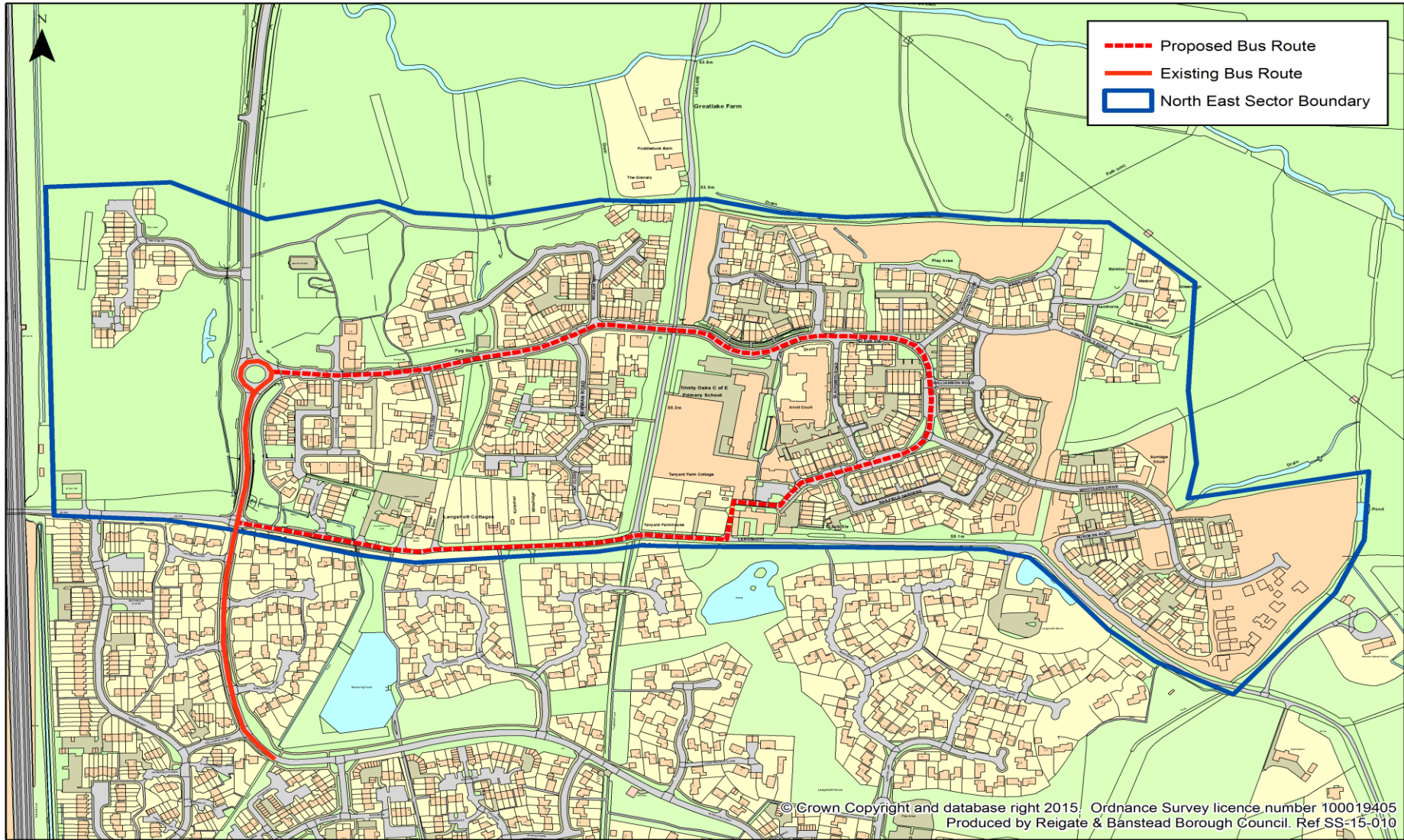
23. As explained earlier, the NES is at an advanced stage and it is anticipated that it will be fully built and occupied by 2016.
24. As part of their planning permission for the site, the developers agreed to fund a range of transport measures, to help to bring about a 20% modal shift of peak hour traffic to more sustainable forms of transport. One of the key measures was the provision of a high quality bus service
25. Working with partners, the Council successfully launched the Fastway 20 bus service in 2005 as a Local Transport Plan (LTP) major scheme.
26. Fastway provides a high quality and regular 20 minute peak hour service, linking the new neighbourhood to local facilities in the town centre and to places of employment such as Gatwick. The service is increasingly popular and patronage has increased by 51% between 2010-2014.
27. However currently Fastway has to start and end its route on the edge of the NES and it is unable to provide appropriate access to the majority of homes.
28. To provide appropriate access to all households, Fastway needs to enter the new neighbourhood via the new link road (Orchard Drive), onto a main spine road (Brookfield Drive) and then exit onto Langshott (shown overleaf).
29. However before the bus operators can run the service through the neighbourhood essential works are required to Langshott.
30. Langshott forms part of the local highway network and is presently unsuitable for use as a bus route because:
 - It is a narrow country road, between 4-5 metres wide, which would make it very difficult for a bus and another vehicle to pass.
 - It only has a short length of footway which would force pedestrians to share the carriageway with a bus, creating safety implications for vulnerable road users.
 - The existing carriageway construction is in poor condition.

31. While officers identified the need to undertake works to Langshott to accommodate the service, during the planning process, the Council was unable to secure funding from the developers to undertake the improvements for the overall package had already been maximised. In addition, since then, the condition of the carriageway has further deteriorated due to the installation of the rising main and the severity of bad weather over recent years, compounded by a lack of maintenance for it is not a priority route.
- 32.. Works are required to provide passing places on Langshott for vehicles, to overlay the surfacing of the carriageway and provide a footway to ensure the safety of vulnerable road users.
33. These works were approved by Reigate and Banstead Local Committee in September 2013.

The works would have a number of benefits.

34. Firstly it would ensure all new households, including a 60 flat extra care scheme for the elderly, users of the primary school and those on lower incomes have adequate access to bus services.
35. Secondly the extension of the service would help to maximise patronage of the service.
36. Thirdly it would encourage local people to use more sustainable forms of public transport, thereby reducing the impact on the local highway network, in accordance with the objectives of the HMP.
37. Finally it would improve the condition and safety of the carriageway for users.

Annex 1: Background



This page is intentionally left blank