

**The Civic Society for Reigate, Redhill and Merstham**

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See previous Reports on;- [www.Reigatesociety.org.uk/committees/RS-transport](http://www.Reigatesociety.org.uk/committees/RS-transport)

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**HL REPORT No. 44.1 PROTECTING the GREEN BELT,  
And DESIGN BRIEF for a DEVELOPMENT TEAM**

**1.0 THE PROTECTION of the GREEN BELT :-**

**1.1 THE PUBLISHED PROPOSAL to DEVELOP and BUILD on the GREEN BELT WITHIN THE BOROUGH of REIGATE and BANSTEAD (R&B)** is strongly opposed by the Reigate Society (RS) which supports the concept of the **Green Belt** as detailed in previous Regulations and the document published on the 14<sup>th</sup> July 1960.

( The Inquiry Inspector for the CORE Strategy confirmed that;- There is no white land left within the Borough that might be used to compensate for a development related Green Belt take).

**Recent proposals cause concern :-**

1.2....That development on the Green Belt on the London side of the North Downs will constitute an **expansion of Greater London**, will add to the periodical Bourn stream flood risk to the A23 valley and other North draining valleys South of Corydon, in addition Transport on the A217 and other routes will become more congested and environmentally polluting.

1.3... The proposal to develop the A23 Corridor of Opportunity within the London Borough of Croydon in the North to Horley in the South, together with the anticipated Gatwick and Crawley growth expansion, will result in virtually continuous **Ribbon Development** between **Croydon** and **Crawley in West Sussex**. The serious logistic and related environmental problems have not been addressed.

1.4....The Suggested and possible development of town or village greens, wild life sites with connecting corridors, together with other protected open spaces presents a serious environmental problem that should be the subject of a comprehensive review before development is permitted. Key areas for conservation with twenty years or more of recreational access need to be listed, protected and Registered as Commons under the 1965 -2006 Act or by creating or adding to an existing administrative protective Management Plan or Trust.

**2.0 WORKS REQUIRED in ADVANCE of DEVELOPMENT:-**

**2.1 Bearing in mind the foregoing concerns and reservations this section of the report is prepared as a contingency plan should it be decided to ignore the RS and other Objectors to development within the Green Belt and to emphasise the need for a comprehensive and balanced development, with adequate finance and funding for the national objectives set out in RS Reports listed in Report No. 36 and subsequent reports.**

**2.2** This report is prepared on the presumption that in accordance with the Government objective the Local Authority (**LA**),or Local Enterprise Partnership (**LEP**), or **Others** will commission a "Financially funded team" comprising bankers or Others working in conjunction with Developers, Engineering Consultants. Landscape designers, Architects and other specialists (the development team) **to design, landscape, and build homes, off street parking, work places, Schools, space for**

**retail outlets, social facilities including, allotments, parks and open spaces for recreation and leisure. See Report No. 32**

**2.3 Flood and Water management Act 2010**;- Drainage including drainage basins and balancing ponds.

A. **Redhill flooding and drainage at other development sites**;- The problem associated with the unpredictable flooding of potential development sites by the surcharging Redhill Brook and the associated blockage, lack of capacity, or restrictions to flow South of Redhill need to be sorted out and resolved. The additional run off and further reduction in the time of concentration needs to be accommodated with new or improved detention basins at the moors Nutfield Marsh and or at the Redhill Brook near the Royal Philanthropic Farm and or other sites. The design to be to the satisfaction of the Lead Local Flood and adopting Authority. (LLFA).---ie. Surrey CC  
FUNDED By the Developer.

B. The drainage of all New Homes, Work places, Schools, hard paved areas etc. will also need to be assessed and included

FUNDING By the Developer

C. The increased run off from Brown Field and Windfall sites need to be estimated on the basis of the Core Strategy areas and housing density figures.

FUNDING by the LA but costs recovered from developer..

D. The run off from Other Sites eg. Hospital extensions or Airfield expansion, Business Parks may require additional basins/ Ponds within the River Mole Valley

FUNDING by the Developer

E. The difficulty of dealing with the overflow from and high maintenance cost of underground SUDS needs to be considered before being approved for adoption. SUDS on Chalk may contribute to Bourn Flood risk North of the Downs and fail to work on cohesive soils.

F. In the interests of keeping whole life costs as low as possible and Carbon emissions to a minimum excavated material should be retained on site and used to landscape development areas for planting and noise reduction between housing, schools and business parks.

**2.4 TRANSPORT and LOGISTIC PROBLEMS**;-

\*The traffic problems and need for a relief Road or bypass for Reigate and Redhill has been well known for several decades and traffic growth projections have been made by the Highway Authority, schemes developed and cancelled, the RS has prepared reports commencing with Report No. 1.1 and subsequent reports.

- \*The problems are further complicated by development proposals within the District, LEP, SE Region, London Boroughs and Gatwick.
- \*It is to be noted that a substantial percentage of the population is normally self employed or employed on a part time or casual basis by different employers at different locations and times all depending upon the demand for the service provided by the sub contractor employee. These residents will use personal transport and will require secure off street parking.

The SE Regional Assembly (RA) recognised that;-

- \*Construction and Haul Route Traffic needs to be planned for in advance of Building construction,
- \*That the through traffic flow on the A23, A217, A25 and all alternative route options will grow with the population growth proposals for the SE Region.
- \*The proposal to encourage new development immediately adjacent to and with signal controlled access to the Redhill bypass, will reduce traffic capacity on the A23, increase delay and pollution in a narrow valley contained by high rail embankments. Alternatives are under review but may not prove to be “value for money.”
- \*Proposals to provide improved pedestrian and cyclist facilities are welcomed but restrict vehicular flow at the A25 Road under rail bridge. Suggested options for increased capacity to schools and new estates East of Redhill station have not been adopted at present.
- \*At Reigate the Rail level crossing and gyratory system present a problem
- \*The new population will generate more transport and improved facilities are needed to avoid delay and pollution.
- \*£20 m was allocated by the RA for a relief road and or other measures.
- \*This funding allocation has now been withdrawn, and needs to be replaced with;-
- \* FUNDING BY THE DEVELOPER

## **2.5 NEW HOUSING REQUIREMENTS;- SEE REPORT No. 32**

A ... Access Roads, Footways, and safe Cycle ways or tracks need to be built between homes through landscaped areas to Business parks, Schools, and Social Centres with off street parking at work place, recreation and retail sites.

B.... Utility services ie. Surface Water Drains, Electric, Foul Water Drains, Pumping stations, Gas, telephones, other cable operators and Water Supply and fire hydrant systems need to be located in the verge space to keep installation and maintenance costs to a minimum, rather than within the expensive Road Foundations.

C....The objectives and implementation of the Climate Change Act may require the design and provision of a “Park and Ride” bus transport Scheme.

D.... The self employed resident and others will need secure off street Parking as described in RS Report No. 32 and other reports.

Funding by the Developer

E....It is noted that in the interests of employment, environment, carbon emissions, and economy materials will be sourced locally or within the UK.

### **3.0...MOTORWAY ACCESS and CONSTRUCTION TRAFFIC;-**

3.1....The official access to **Redhill** from the M25 is via the interchange at Godstone Hill and thence via the A22, A25 through the **conservation areas** within the Villages of Godstone, Bletchingly, and Nutfield each village has recorded antiquities within the conservation area that may be damaged by vibration caused by heavy vehicles or by vehicles striking defects or kerbs on narrow section of highway.

**3.2....The design of the Ministry for Transport Proposed interchange access between the M23 / A23 North of Merstham has major disadvantages but in any event the proposal has now been deferred or cancelled and the M23 extension of the M23 Northwards has yet to be implemented. See RS Reports.**

3.3....Access to **Reigate** Conservation areas with antiquities that may be subject to further damaged by continual heavy traffic.

Some years ago it was proposed and agreed that a relief road be constructed to relocate the A25 and A217 traffic away from the High Street. This approved scheme was cancelled in 2005 on the grounds that the proposed relief road lacked capacity to carry the traffic flow.

3.4.... The Rail level crossing on the A217 North of Reigate presents a problem for construction traffic in that the delay results in higher transport cost and pollution for residents.

### **4.0....A LOGISTIC TRANSPORT PROPOSAL;-**

The argument presented in previous reports has emphasised that;-

- \*That the main objective at present is one of Export Growth.
- \*That this is best provided where there is good access to a Port for the import of raw materials and export of products and services.
- \*That if transport costs are to be reduced in accordance with the Climate Change Act. And the interests of competitiveness. Travel distances need to be reduced to a minimum.
- \*That the distance between home and the work place needs to be short
- \*That there is no point in providing homes without local work places, because such a policy results in unproductive time spent travelling, consuming energy, producing Carbon and the need for off street parking facilities

The assumed objective is to;-

**A....** Provide approximately 5,000 homes, (and more at a later date) business parks, work places and schools etc. at one or more locations within the Borough.

**B....** Encourage (i) Full employment (ii) Profitable Export growth.

## **5.0...CONSTRUCTION and HAUL ROUTE TRAFFIC ACCESS to DEVELOPMENT SITES;-**

**5.1 It is suggested that a low cost interchange connection be made to the M23 motorway where there is an existing bridge over or under this “Special Road”**

**5.2** That the highway between this interchange to the development sites be strengthened and widened to a minimum of 7.3 m, as mentioned below.

### **5.3 Access to the New Home Building Sites;-**

Where the construction access to the proposed development site is via a narrow road, lane or street ie. Less than 7.3 m in width the road or street shall be strengthened and widened to that minimum width and the standard height clearance.

See RS report No. 5 and 7 and other reports.

Funding by the Developer

**5.4** Access to the East Surrey Hospital (within the Green Belt );- The proposed development along the route of the A23 and the Hospitals role in the event of emergency at Gatwick and other sites, a road connection to the M23 is suggested.

## **6.0 ...COMMUNITY ENVIRONMENTAL and LONG TERM COST BENEFITS ARISING from this proposal;-**

**6.1** By routing the incoming and returning Construction and Haul Route traffic on the M25 via the Merstham Motorway Interchange to the proposed new M23 junction the following environmental problems may be reduced and benefits established.

**6.2...**Traffic flow from / to the East on the M25 is normally diverted to A25 through the Villages of Godstone, Bletchingly and Nutfield to gain access to Redhill. The proposal set out above reduces this construction and haul route traffic, conservation areas are given some protection, at the same time serious traffic congestion and pollution problems at the Redhill Town junction of the A25 with the A23. reduced.

**6.3...**Traffic flow from the WEST at present leaving / joining the Motorway at the top of Reigate Hill and passing down the A217 through the Reigate overloaded gyratory system. Diverting this development related traffic growth away from Reigate and Redhill via the Merstham motorway Interchange will benefit local residents reducing traffic delay and related noise and air pollution.

**6.4 .** At the A217 Reigate Rail Level crossing and other sites within the Borough increasing traffic delay involving extra fuel consumption operating costs and air pollution and damage to unclassified estate streets present a problem. The Developers transport costs will be reduced if the proposed improvement and alternative route is made available via the proposed M23 junction

**6.5...** Construction traffic flow to and from the development sites from the South would normally leave the M23 Motorway proceeding to the West to the Gatwick interchange

and then via the Gatwick Bypass through the urbanised section of the A23 at Horley and Bones Lane to the areas being developed. The proposals suggested above make this diversion unnecessary effectively saving time, fuel, costs, reducing carbon emissions and pollution within the Horley urban area..

**6.6.**..On completion of the proposed development and the development proposals within adjacent Districts, LEP's and Greater London the proposed junction will benefit the new businesses in that there will be improved access to Ports for the Government Export growth objective.

**6.7.** The provision of a new Motorway Junction South of the Merstham Motorway Interchange may make it possible to effect a saving by the deletion of the proposed, but relatively poor, improvement to the A23 / M23 junction North of Merstham.

## **7.0 CONCLUSION;-**

There has been a strong case for transport logistic improvement within East Surrey. Traffic growth associated with an increasing population and the Highway Authority projected traffic figures strengthens this case further.

The role of the Green Belt in preventing the inordinate growth of London and other towns from growing together presents an argument for not encouraging population growth development close to London but to look at alternative and more economic sites. As stated in previous reports the best location for housing and business expansion may be locations where there is unemployment, a shortage of housing, where there is white land, and better transport facilities close to a Port geared up for the Export market.

J.M.Chittenden  
Chairman of the RS Transport Committee

5th Draft after discussion.

**THE REIGATE SOCIETY (RS)**