


THE REIGATE SOCIETY

A CONSULTATION.

**ML - REPORT No. 74.
DEVELOPMENT LAND:**

LAND for DEVELOPMENT & PROVISION of SAFE CYCLE ROUTES.



DEVELOPMENT: The area the proposed Horley business park could cover

ML - REPORT No. 74.

DEVELOPMENT LAND REIGATE, HORLEY :-

1.0 INTRODUCTION AND HISTORY:-

THE REIGATE SOCIETY (RS) AND THE METROPOLITAN GREEN BELT (MGB).

1.1 The RS objective is to protect the Green Belt for the benefit of the growing Metropolitan Population and local residents.

1.2 Where the electorate decides that an area of Green belt is to be approved for a change of use to one of Development the Local Authority (LA) may comply with the Ministers statement that:-

“ The LA must designate other areas as MGB” .- RS Report No.69-.

1.3 The RS supports the protection of wild life (WL) sites and WL access corridors.

1.4 The RS supports the objective of **Safety** including **Road Safety**, Reduction of **Noise** and **Air Pollution**.

2.0 THE PROPOSED HORLEY BUSINESS PARK:-

COMMENT:-

2.1 At present access to this site to and from the North is via the Balcombe Road and or Victoria Road.

Industrial Traffic to and from the M25 may use the A217 route through Reigate and Reigate Hill.

2.2 The introduction of extra Industrial traffic to this route is not recommended on the basis that noise, air pollution and road safety will deteriorate and there will be no benefit for retailers.

2.3 There is an alternative solution to this industrial traffic flow problem:-

2.4 “ **A NEW CONNECTION TO THE ROUNDABOUT ON THE GATWICK AIRPORT LINK”**

This suggestion, shown on the map above, will provide a route for industrial vehicles via the M23 to the M25 Motorway avoiding residential and pedestrian shopping areas.

2,5 However Ministry agreement will have to be secured before development approval is granted.

3.0 THE PROPOSED POPULATION EXPANSION BETWEEN HORLEY & REIGATE and

PROVISION of SAFE CYCLE ROUTES;-

3.1 The Meath Green development has now commenced and the proposed development at Woodhatch, together with the proposals for the WL Sand Pit at Cockshot Hill on the A217 (SHOWN IN PINK ON THIS DOCUMENT COVER together with the SCHOOLS in green marked "S" & "C").

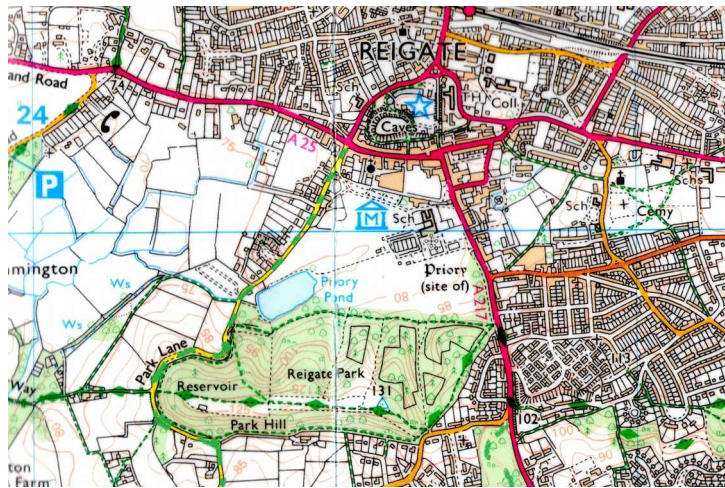
The Developments being provided and proposed are bound to increase the population movement between the new housing estates, Schools, Colleges, Rail Stations, community centers and work places.

3.2 The RS members are concerned to avoid the **Greater London cycle accident record** and propose in Report No 71 that safe Cycle route be provided in Park Lane with vehicles use being limited to access.

That similar provision be made for a cycle route through Woodhatch to the Reigate Priory using service roads and footways, also along the Cockshot Hill Sand Pit margins or through the Housing estate Road should it be decided to proceed with the development of the Sand Pit and Wild Life Site.

3.3 Some other cycle route sites are shown dotted in Green and might be considered for the creation of Safe Routes to School and Work Places.

. ALL REPORTS are available on the RS web site -Archives-.



John Chittenden 23.11.2015.
For the RS transport committee