

# Horley Town Centre Regeneration Supplementary Planning Document (SPD)

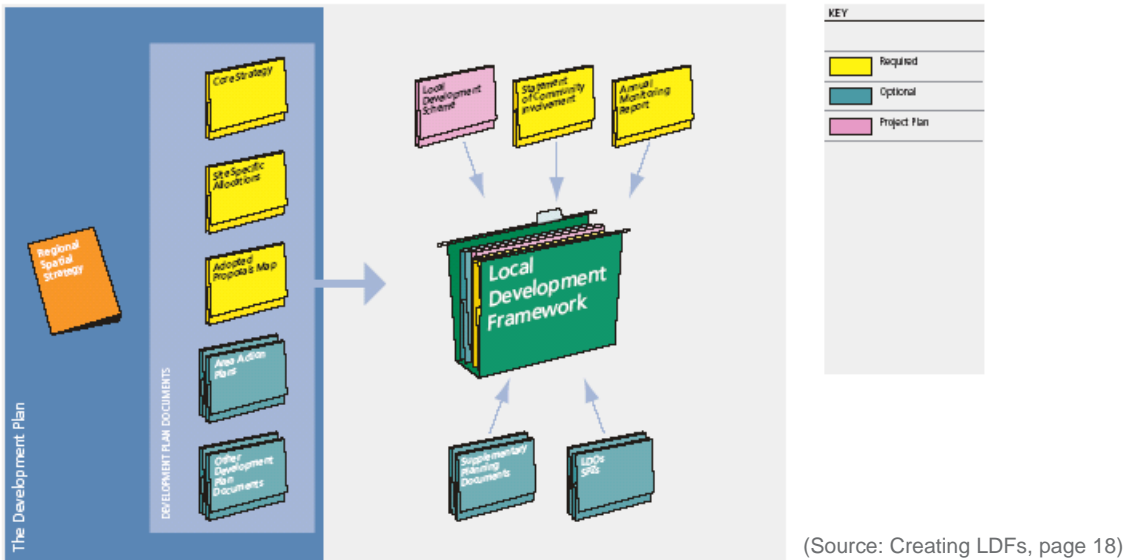
VERSION PREPARED FOR REGULATION 17 CONSULTATION  
29 March – 9 May 2006

March 2006



### What is the Local Development Framework?

The Local Development Framework, referred to as the LDF, is a folder of documents called Local Development Documents, as shown below.



### What will the Reigate & Banstead LDF include?

The policies from the previous local plan system are saved for at least three years. The current project plan, including timescales, for the LDF is set out in the Local Development Scheme. The first LDS includes a Core Strategy, the Statement of Community Involvement, an Area Action Plan for Redhill Town Centre, and a number of supplementary planning documents. The LDS itself will be reviewed and the previous plan either replaced or continued as an ongoing process. Check the Council's website for the latest information [www.reigate-banstead.gov.uk](http://www.reigate-banstead.gov.uk) under Business and Planning > Planning > Planning policies > Local Development Framework > Local Development Scheme

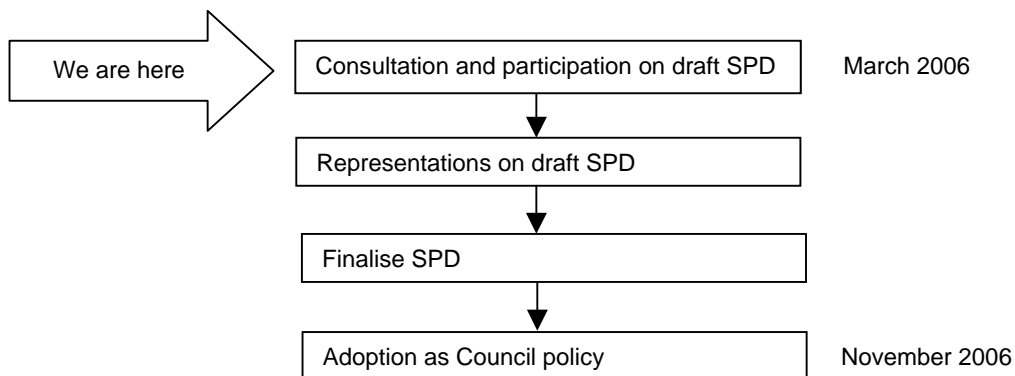
### What are Supplementary Planning Documents (SPDs)?

They are used to expand policy or provide further details to policies in Development Plan documents or saved policies. While not having development plan status, they are subject to community involvement and Sustainability Appraisal.

### What is the Horley Town Centre SPD?

It contains guidance to facilitate regeneration of Horley town centre, to assist in the implementation of a framework plan for the area.

The diagram below shows the process for preparation of the Horley Town Centre Regeneration SPD and the potential timetable.



# Horley Town Centre Regeneration Supplementary Planning Document (SPD)

## Contents

Section One –Purpose of this Document.....	4
1.0 WHAT THIS DOCUMENT SEEKS TO DO .....	4
2.0 WHY REGENERATE HORLEY TOWN CENTRE ?.....	4
3.0 BACKGROUND TO THE PRODUCTION OF THIS DOCUMENT .....	4
4.0 OBJECTIVES AND THEMES.....	5
5.0 POLICY CONTEXT .....	5
Section Two – Description and Key Issues .....	8
6.0 HISTORY OF THE TOWN.....	8
7.0 LAND USES AND ACTIVITY .....	8
8.0 MOVEMENT IN AND TO THE TOWN .....	8
9.0 URBAN FORM AND TOWNSCAPE .....	9
10.0 STREETS, SPACES AND PUBLIC REALM.....	11
11.0 KEY DEVELOPMENT OPPORTUNITIES.....	11
Section Three - Vision.....	12
12.0 VISION FOR THE FUTURE OF HORLEY.....	12
12.1 Intensifying activity .....	13
12.2 Promoting the town centre.....	13
12.3 Exploiting the proximity to Gatwick Airport.....	14
12.4 Creating a distinctive place.....	14
12.5 Using the existing Station.....	15
Section Four - Key Themes and Site Specific Design Solutions.....	16
13.0. FRAMEWORK PLAN.....	16
13.1 Movement in the town.....	18
13.2 Public realm and landscape .....	18
13.3 Key Development Sites.....	20
13.3.1 Consort Square- A new focal space for the town .....	20
13.3.1 Consort Square- A new focal space for the town.....	21
13.3.2 Existing Library site - Town Centre homes.....	21
13.3.3 Virgin and L and G Site - landmark mixed use development.....	22
13.3.4 Transport interchange area (horley station)- a hub of activity and access...	22
13.4 Phasing.....	23

# Section One –Purpose of this Document

## 1.0 WHAT THIS DOCUMENT SEEKS TO DO

- 1.1 Horley has been identified as an area where provision should be made for 2,600 houses. In order to provide for the development of these houses the council has adopted a comprehensive policy approach to plan for this development. The Borough Local Plan 2005 provides the planning policy base for comprehensive development within Horley. This SPD is one of a number of complementary documents which expand upon the relevant planning policies for Horley town centre. The town centre regeneration is a key part of the implementation of the Horley Master Plan. Being the hub of not only the transport network but the centre of the community, the Horley Town Centre regeneration is an important physical and social infrastructure programme. Other local plan policies, relating to topics such as design and layout, sustainability, transportation and community facilities, retailing, mixed used development, etc. will also be relevant.
- 1.2 The SPD does not alter any of the adopted policies but gives more guidance as to how they are intend to be implemented in Horley town centre. Whilst at an early stage in preparation, the emerging Core Strategy at Issues & Options stage also considers the Council's approach to regeneration.

## 2.0 WHY REGENERATE HORLEY TOWN CENTRE ?

- 2.1 Horley Town Centre has been identified as an area in need of regeneration and has been prioritised to build on substantial amounts of work already being undertaken in this area. Under the theme of regeneration and new neighbourhoods, the Corporate Plan includes as a priority improving the physical environment and economic potential of Horley Town Centre.

## 3.0 BACKGROUND TO THE PRODUCTION OF THIS DOCUMENT

- 3.1 Executive on 17 March 2005 approved the Local Development Scheme (LDS). The Scheme stated that the Horley Town Centre Supplementary Planning Document (SPD) would be the subject of public consultation in March 2006. The Horley Town Centre Supplementary Planning Document (SPD) was prioritised by the Council to reflect areas in need of regeneration and to build on substantial amounts of work already being undertaken in this area.
- 3.2 A draft framework plan was initially produced by Roger Evans Associates, which the Executive approved on 3 March 2005 for consultation. Following this consultation, this work has been used as the basis for drafting this Supplementary Planning Document (SPD), which puts this information in an appropriate form into a more formal planning document. Section 2 of this document provides a context of Horley Town Centre and the key issues which were identified to be addressed.

## 4.0 OBJECTIVES AND THEMES

4.1 The objectives of the Horley Town Centre SPD are to ensure that development there is in accordance with the plan for the whole of Horley.

The borough local Plan identifies as an overall objective for the for the Town Centre

*To improve the vitality and viability of Horley Town Centre*

4.2 The following specific objectives will be pursued in the redevelopment of Horley Town Centre. These are to:

- Intensify activity
- Promote the local centre
- Exploit the proximity to Gatwick Airport
- Create a distinctive place
- Use the existing station

Section 3 of this document examines the background to the objectives in more detail.

4.3 During the consultation process for this document it emerged that there were three main ways in which the regeneration could be tackled. This was through addressing the two major issues; movement in the town centre and public realm and landscape. Additionally specific sites would be identified as key to the regeneration of the town centre due to their location and particularly their size. These three themes were identified as the overall focus for regeneration as follows;

- Movement in the town
- Public realm and landscape
- Site specific project opportunities
  - a) Consort Square
  - b) Existing Library site
  - c) Virgin and L and G Site
  - d) Horley Station

4.4 Section 4 explains in more detail the detailed requirements for these three themes.

## 5.0 POLICY CONTEXT

This document expands upon polices in the local plan which form part of the comprehensive approach to the development of Horley. There are polices specific to the town centre which are most relevant to this document. This document is consistent with and should be read in conjunction with other relevant policy documents which apply to the area of Horley such as the Horley Design Guide and Infrastructure Provision. It is also consistent with a wider policy context and a number of other relevant policies at the national, regional, county and local level. This is outlined below, with further detailed discussion of the policies where relevant throughout the SPD.

5.1 National policy guidance Planning Policy Guidance 6 – Town Centres is relevant to this document. The Government’s key objective for town centres is to promote and

enhance existing centre. This also involves planning for their growth and development by focusing development on these areas and encouraging a wide range of services in a good environment, accessible for all. The relevant Local Plan policies detailed below are consistent with this guidance.

- 5.2 The Borough Council must request the opinion in writing of the Regional Planning Body (SEERA), as to the general conformity of this SPD with the Regional Spatial Strategy (the emerging South East Plan). This request will be made when the draft SPD is published for public consultation. While a more strategic document, the draft South East Plan (July 2005) seeks to reduce economic and social disparities in the region, with a prime focus for development in urban areas to achieve urban renaissance. Policy TC1: Development of Town Centres seeks accessible, attractive and vibrant town centre as these are fundamental to the sustainable development of South East England.
- 5.3 Until the South East Plan is adopted, the Surrey Structure Plan 2004 includes the following saved policies which are most relevant to this SPD:
- Policy LO2 - Managing Urban Areas  
Seeks a managed approach to development within urban areas, to promote urban renaissance through a comprehensive approach. Recognises the importance of urban open land.
  - Policy LO3 - Town Centres  
Seeks to ensure that town centres continue to be the main focus for the development of employment, retail, leisure and other service facilities.
- 5.4 There are a number of saved policies in the Borough Local Plan 2005 which are relevant:

#### Comprehensive policies

- Policy Hr1 - Housing Development (adopted in 2005)  
Requires that housing will only be permitted as part of a comprehensive and co-ordinated strategy for the provision of infrastructure and community facilities which seek to secure a projected 20% modal shift of peak hour traffic onto alternatives modes as measured against what it would without such measures.
- Policy Hr2A - Local Flooding and Transportation Models (adopted in 2005)  
Further detailed work is required to be undertaken for developments of 50 housing units or more to assess the impact of the development on the existing infrastructure. (As the town centre has not been identified as prone to flooding this part of the policy would not apply).

#### Town Centre and Commercial policies

- Policy Hr25 - enhancing vitality and viability (adopted in 2005). Seeks to ensure that the town centre will continue to be the focal point for employment, retail, leisure, cultural, community/educational and residential uses.
- Policies Hr28 and Hr30 - involve the development of the central car park sites.
- Policy Sh1 - seeks to improve shopping provision within town centre shopping areas. (adopted in 2005).

- Policy Em5 – Employment uses in town centres (adopted in 1994). Provides for development in town centres provided that it does not result in the loss of retail floorspace or adversely affect the operation of town centre businesses.

### Transportation

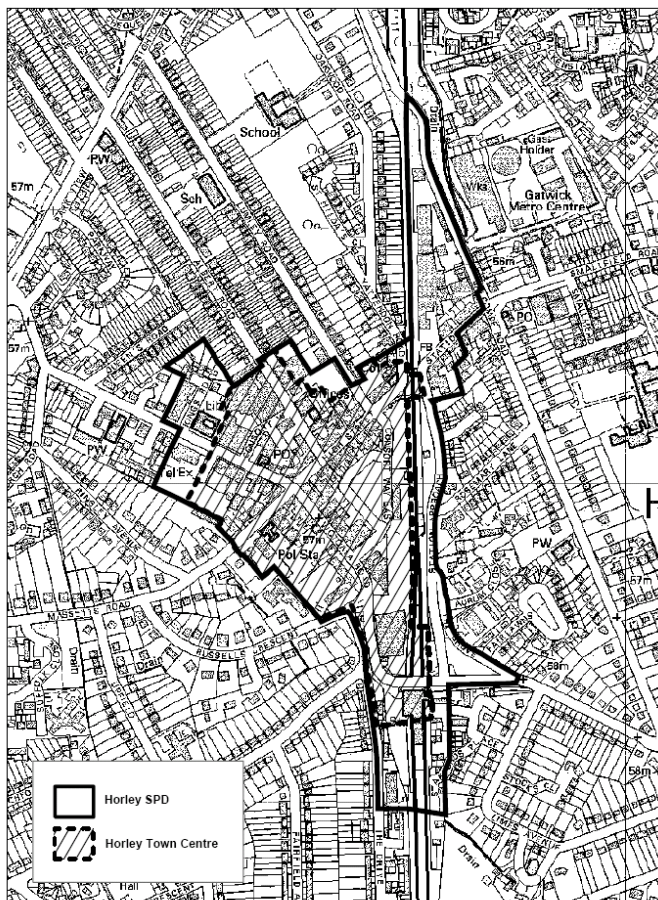
- Policy Hr21 – high quality bus route (adopted in 2005) - Seeks to secure the provision of a high quality bus network.
- Policy Hr22 – interchange facilities (adopted in 2005)  
Provides sites where interchange facilities occur to encourage the use and integration of the transport network.
- Policy Hr23 – Pedestrian and cycle routes (adopted in 2005) - Seeks to secure the provision of a comprehensive pedestrian and cycle network.

### Other

- Allocated housing sites Policy Hr 17
- Town Centre business area and Integrated mixed use scheme policies Em 4-7 and Hr 28-31

In addition, the Borough Council’s adopted Local Distinctiveness Design Guide SPG contains planning and design principles for new residential and mixed-use development, including information on designing sustainable neighbourhoods. Surrey Design, adopted by both the County Council and Borough Council, also provides guidance on design and sustainability.

The plan below shows the Town Centre Regeneration area.



## **Section Two – Description and Key Issues**

### **6.0 HISTORY OF THE TOWN**

- 6.1 From a collection of tiny farming settlements to a commuter town and a focus of local economic growth, the history of Horley is one of growing pressure for development. Within this context though, and with the threat of competition from neighbouring centres, Horley faces the challenge of capturing local demands to help revitalise its town centre, urban form and townscape.
- 6.2 The town of Horley is located in southern Surrey, close to the neighbouring towns of Crawley, Reigate and Redhill, and to London's second airport at Gatwick. Historically, the town began life as a grouping of two small farming settlements and a drovers inn located around a common, and adjacent to the main north-south road between London and Brighton. In 1808 the road was turnpiked and the town became a stopping point for regular coach services between Brighton and London. In 1841, with the population at 1,500, services began running on the London - Brighton rail line which ran through the town, and a station was opened in Horley. Horley was gradually transformed from an agricultural centre to a commuter town and centre for business and light industry.
- 6.3 Today, the town operates as a local service centre for a large catchment population of around 20,000 people - although Horley is compromised by competition from neighbouring towns, particularly Crawley. With the steady rise of Gatwick Airport as a growth pole for the business sector, today, Horley falls within the 'Gatwick Diamond'. The area is being seen as a key economic driver in the region.

### **7.0 LAND USES AND ACTIVITY**

- 7.1 In the centre of Horley, around the High Street and Victoria Road, retailing is the dominant land use. This is combined with a supply of office and community services accommodation, which begins to dominate at the edges of the retailing core, particularly along Massetts Road and Victoria Road. An exception is Waitrose supermarket, to the south of Consort Way. A further dominant land use in the town centre is surface car parking. Consort Way and the area to the east of Victoria Road are particular cases.
- 7.2 Beyond the town centre, the area is dominated by residential uses combined with guest houses and 'bed & breakfast' accommodation. To the east of the railway, along Station Road and Balcombe Road, there is a mix of retailing, office and light industrial uses with more residential areas beyond.

### **8.0 MOVEMENT IN AND TO THE TOWN**

- 8.1 The main approaches to and through Horley by road are from the A23 Brighton - London Road, which includes links to Gatwick Airport, and from the B2036 Balcombe Road. Commonly, cars arrive in the town centre by way of Massetts Road, Victoria Road and Russells Crescent. Consequently, these are by far the busiest



vehicular routes in the town centre. The key destinations for cars arriving in the town are the car parks along Consort Way and Victoria Road.

8.2 The railway station is a focal point for rail passengers, and is well sited in terms of its proximity to town centre. The rail line and pedestrianised High Street have significant consequences for the town centre. East - west vehicular linkages are restricted to the Victoria Road railway bridge, or the option of by-passing the town centre by way of the A23. The severing of Station Road has led to a decline in passing trade for the shops close to the rail line on High Street and Station Road, and this is evidenced in the type and quality of those that remain.

8.3 The impact on pedestrian movement is less significant; although access across the rail line by way of the underpass and footbridge is very poor in quality, whilst the pedestrianised High Street offers one of two places in the town with a broad, pedestrian oriented space that activity from surrounding shops can spill out into (see Streets, Spaces & Public Realm).

8.4 Victoria Road remains the main route through the town centre. East - west routes are limited by the railway line. Two of the centre are junctions with Victoria Road and are particularly important nodes:

- The Massets Road/High Street/Victoria Road crossroads (including the pedestrianised High Street)
- The junction of Russells Crescent and Victoria Road

## 9.0 URBAN FORM AND TOWNSCAPE

9.1 The majority of the town centre reflects Horley's traditional urban form. At the centre of town, Victoria Road and High Street are traditional town centre streets with a variety of 2-3 storey-terraced buildings directly addressing the pavement. Along



Massetts Road, and along Victoria Road as it reaches the edge of the town centre, the buildings are commonly set back from the street and are often larger, more imposing buildings. The residential areas outside the town centre are generally low - medium density areas of detached and semi detached

houses. These are commonly set back from the street with front gardens containing bushes and trees.

9.2 Interventions in the town centre aimed at improving traffic circulation which took place in the 20th century have had some dramatic impacts on the town centre. The major instances are the Victoria Road rail bridge constructed in the 1900's and Consort Way, from the 1970's. The former was engineered to provide better vehicular links over the railway by elevating the road. The consequence has been to create large areas of 'dead' frontage around the station and, most significantly,

between it and the town centre. The latter was created in the late 20th century as the first phase of an inner ring road. Whilst the intention was to provide quick and easy access to town centre parking and to relieve the shopping streets of congestion, it has had the effect of transforming large areas of a small town centre into heavily engineered transportation corridors and surface car parks set amongst broad and desolate back-land areas. This has undermined the inherent character of Horley at key focal points in the town.

9.3 Key buildings which contribute to the urban form of the town are:

- Collingwood and Batchellor department store and Kwik-Fit garage - they are characteristic frontages at a key nodal point in the town.



- The buildings that address the Massetts Road/High Street/Victoria Road crossroads
- The brick chimney of the works on Balcombe Road, which provides a point of orientation and is a symbol of Horley's industrial heritage
- The police station building on Massetts Road
- The Gatwick pub
- The station building - a characteristic station building of its period, which requires enhancement
- The warehouse building on Consort Way which is currently used as a retail discount store

9.4 Sites or areas which require comprehensive improvement to allow them to contribute more to the urban form of the town:

- The Consort Way car parks - dominated by over engineered roads and surface car parks
- The former Virgin Site - a vacant and uninspiring building at a key gateway and nodal point
- The area around the station - to create a more meaningful and vibrant space around this key entry point
- Station Road - which currently suffers from severance from the town centre
- BT Exchange and car park - a poor quality building and space at a key gateway to the town
- Health Centre and Library - a site put forward for development to help fund new town centre facilities

## 10.0 STREETS, SPACES AND PUBLIC REALM

10.1 The quality of built frontages and the public realm on Victoria Road and High Street is variable. A great deal of Victoria Road detracts from the quality of the town and requires improvement. As the major thoroughfare and shopping street in the town centre, certain buildings, shop fronts and pavements require improvement in order to raise the quality of the pedestrian environment as well as the general impression of the town.

10.2 The western end of High Street is reasonably high in quality, with a pedestrianised area which acts as a valued town centre space. Toward the eastern end, however, close to the rail line, the street appears run-down.

10.3 Most of the area around Consort Way, including links to it from Victoria Road and



High Street, coupled with the area around the station, is well used by pedestrians and visitors to the town and requires large scale improvement.

10.4 Approaches to the town, however, are generally of a very high quality, with many mature trees and shrubs lining the roads. The impression when approaching the town centre is of an attractive, relaxed and characteristically green environment. This makes the sudden deterioration of environmental quality in the town centre that much more striking.

## 11.0 KEY DEVELOPMENT OPPORTUNITIES

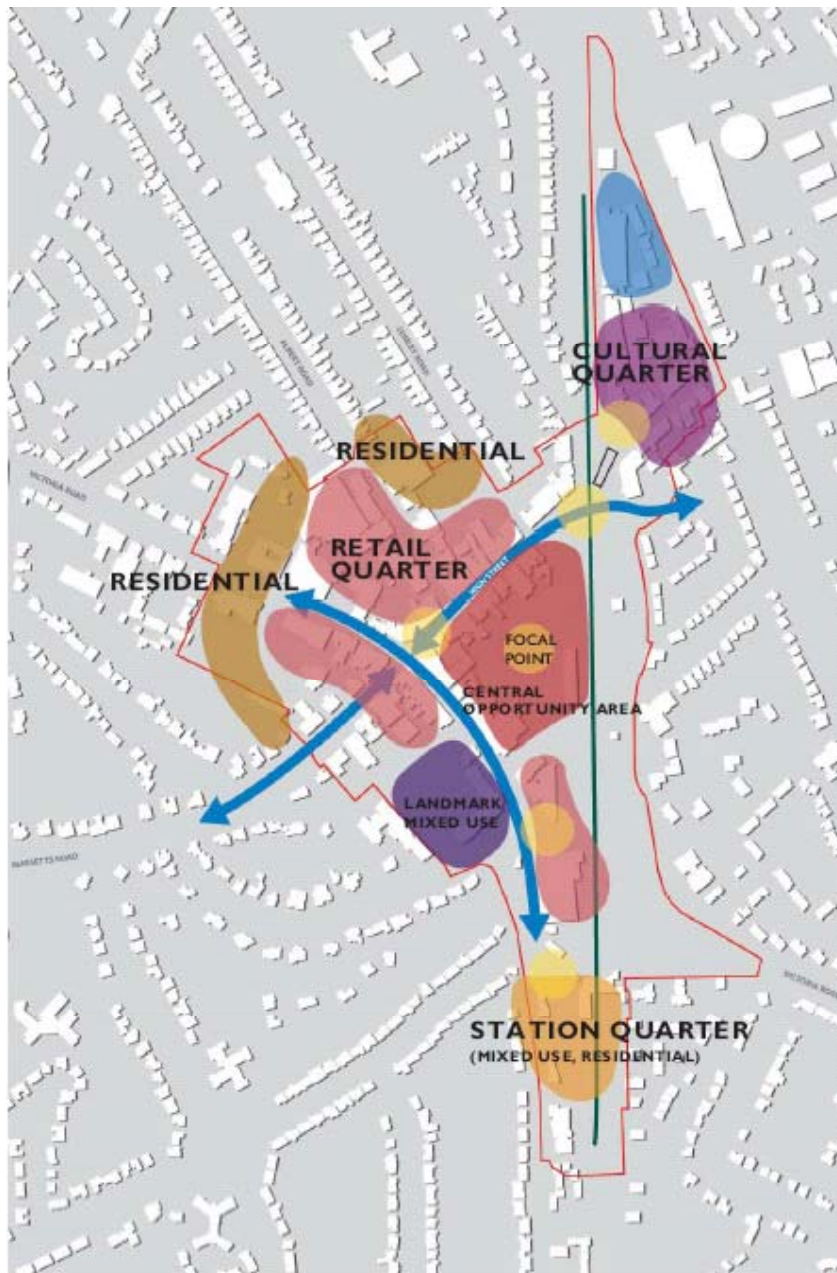
11.1 There are currently several significant short to long term development opportunities in Horley town centre:

- Virgin Carpark and Newman House Sites
- Consort Way car carks
- Existing library site
- Horley railway station area
- Balcombe Road industrial area (long term)

## Section Three - Vision

### 12.0 VISION FOR THE FUTURE OF HORLEY

Planning policies which apply to the Horley Town Centre Area provide a concept for the future shape of the town centre. The policies do not envisage radical change to the way in which the town centre operates, but seeks to strengthen existing patterns of movement, land use and activity. For example, the main access routes to and through the town centre remain Victoria Road and Massetts Road; retail activity remains concentrated around Victoria Road and High Street. The regeneration envisages;



- the maintenance of a compact shopping area with better retail and leisure choice
- more residential development close to and within the centre
- better pedestrian connections within the town centre
- much better public space.

The following pages contain the more detailed policy objectives which are sought in the regeneration of Horley town centre.

## **12.1 INTENSIFYING ACTIVITY**

The town centre should be the focus in Horley and the surrounding areas for the location of the following uses; retail, leisure and entertainment facilities, offices and local service facilities such as a library and service centres. Additionally, housing will be an important land use in mixed-use developments and above ground floor level as apartments in the town centre. Sites which are wholly developed for housing would not generally be acceptable except on certain selected sites which are on the periphery of the town centre. On these sites developments such as town houses would be acceptable as they would intensify activity yet contribute to the housing mix and meet the need for larger family homes.

By intensifying activity in the town centre it is expected that this would produce an enhanced urban form, with a complementary mix of sustainable uses i.e. Office uses in the town centre would provide a ready market of shoppers at lunchtime. The existing office uses provide a healthy supply of customers which is valued and should be maintained. More residential uses in the town centre would provide surveillance and a customer base to help support an evening economy. The redevelopment of land currently used for surface parking would help to rationalise the use of the town centre and result in a more sustainable and intensively used town centre.

There are three existing car parks in the town centre Shown on appendix 1. The car parks occupy a large are of land and are all on the surface. This is a land hungry resource considering their prime locations and does not contribute to the town centre being used intensively in certain areas. The redevelopment of some of the car park land and increasing use on it would intensify land use in the town centre. The car park resource should be regarded as a whole when considering intensifying activity in the town centre. Should one or more of the car parks be redeveloped, resulting in a loss of parking spaces, then the lost parking spaces would need to be provided elsewhere. This could simply be achieved by converting the surface level parking to multi storey. However other small pockets of land could also be used.

In order to create more intensive activity in new town centre developments will be expected to achieve or recognise the following objectives.

### **Objectives**

- a long term, sustainable town centre;
- a tight, compact town that is the focal point for employment, retail, leisure, cultural, community/educational and residential uses;
- a complementary mix of sustainable uses;
- consolidation of the car parks (without a nett loss of spaces in the town) and better use of the land.

## **12.2 PROMOTING THE TOWN CENTRE**

The town centre should be the main location for both general food and specialist shopping in Horley. In order to provide a vibrant and attractive retail environment the retail trade should be retained in the town centre on the main shopping

frontages. Other complementary land uses could be provided which have a beneficial effect on the retail trade. It is recognised that the Local Authority and other large service providers would lead by example and play an important part in improving the service provision and image of Horley Town Centre. The provision of improved public services will encourage customers and businesses to use or chose to move to the town centre if these services are designed to be highly accessible and use high quality design. The intensification and improved accessibility of the town centre should support a wider range of uses including activities which are open in the evening.

In order to promote the town centre developments will be expected to achieve or recognise the following objectives.

#### Objectives

- trade retained in the town centre;
- land uses that are appropriate;
- environmental improvement;
- promoting the evening economy;
- new homes in the town centre;
- adequate accessibility and pedestrian realm.

### **12.3 EXPLOITING THE PROXIMITY TO GATWICK AIRPORT**

The location of Horley adjacent to Gatwick Airport should be recognised and exploited in terms of its economic potential. As Gatwick Airport will grow in the future, by exploiting the proximity to Gatwick, Horley and the town centre should grow as well. There is the opportunity for continued employment opportunities and the potential for enhanced related employment.

In order to exploit the proximity to Gatwick Airport developments will be expected to achieve or recognise the following objectives;

- Provide for the demands from workers, stopovers, tourists, and businesses associated with Gatwick Airport;
- vibrant, 'character town' as an alternative to Gatwick's chain store retail offer;
- local character and distinctiveness; single and small household accommodation;
- facilitating a high quality bus service.

### **12.4 CREATING A DISTINCTIVE PLACE**

Horley is a historic town with an urban form and compact layout which results in a historically characteristic place. This character has not been exploited and there is the opportunity to create a distinctive place. It is recognised that a few large scale developments in the town centre would provide a way of boosting the image of Horley. The main opportunity for the creation of a distinctive space in the town centre is for the creation of a town square. This theme would also be highlighted by the creation of other smaller squares in the town centre. Large new developments however, including the use of landmark buildings in prominent locations which are

of a high quality design will further contribute to the creation of a distinctive place. The issue of design is more thoroughly addressed in the Horley Design SPD.

In order to create a distinctive place developments will be expected to achieve or recognise the following objectives.

- a local centre and a destination;
- high quality design;
- complementing the local vernacular;
- appropriate signage and gateways;
- better street lighting;
- improving poor quality buildings;
- a 'human scale';
- streets and squares;
- a focal point or space;
- greening the streets;
- the approach to town from the rail line.

## **12.5 USING THE EXISTING STATION**

The town centre and the station are the generally the hub of the transport network for Horley and the surrounding area. However there is little integration of the different transportation modes in the town centre. By integrating the different transport modes in the town centre, passengers would be able use these services more effectively. As the Station is already a key transportation interchange it is sensible to enhance this existing facility. Therefore in order to facilitate the sustainable and comprehensive development of Horley the station will be used as the central transportation hub.

In order to create a sustainable and comprehensive transportation network developments will be expected to achieve or recognise the following objectives.

- better physical and visual links;
- better access and facilities at the station;
- a development opportunity;
- an integrated transport hub between bus, rail and taxis to improve the transport hub.

## Section Four - Key Themes and Site Specific Design Solutions

### 13.0. FRAMEWORK PLAN

In order to facilitate the regeneration of Horley town centre a framework plan has been produced to show an overall picture of the future shape of the town (Figure 2 and figure 3 and enlarged version of the town centre). The illustrative plans shown are indicative only. The future development of a site will be considered against the relevant polices and the specific characteristics and limitations of the site at the time.

This plan shows the wider town centre in plan, with “edge of centre” sites on Victoria Road and the station developed for residential use, and possible long term development of the Balcombe Road employment area primarily for new employment and leisure.

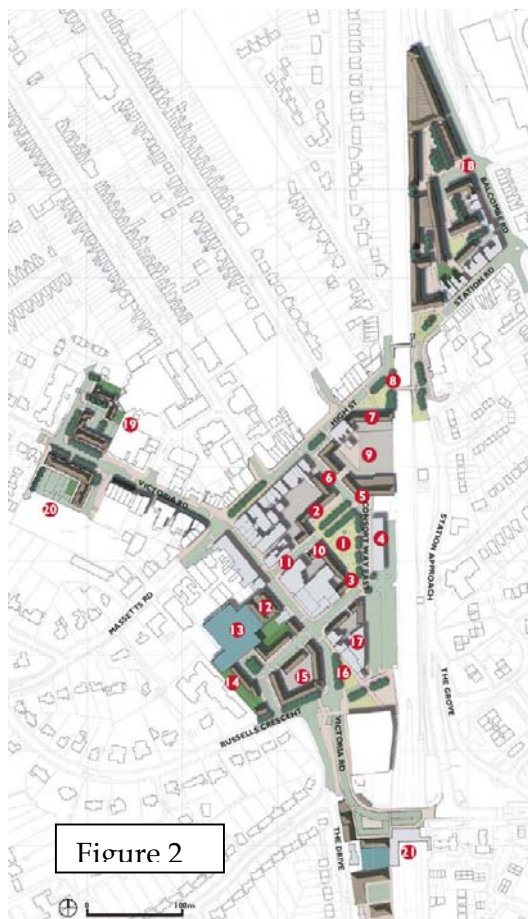


Figure 2

#### Consort Square

1. Proposed new town square:
2. Mixed use frontage to Square
3. New frontage to Collingwood and Batchellor
4. Retention and possible re-use of retail warehouse building
10. 'Consort Square' mixed use frontage to new Square
11. 'Consort Square' - New street linking Consort Square and Victoria Road

#### Community complex

5. Landmark building on new Square
6. New street linking Consort Square and High Street
7. New Library site and community uses.
8. Library Square with improvements to subway
9. Service and parking area

#### Virgin Carpark and Newman House Area

12. Mixed use development
13. Mixed use scheme and parking
14. Mixed use scheme and parking
15. Mixed use scheme and parking - Gateway development.

#### Waitrose Entrance Scheme

16. Public square opportunity at gateway to town centre
17. Re-use of Kwik-Fit building for leisure use
18. 'Cultural Quarter' long term vision for mixed use focusing on reuse of industrial buildings
19. Redevelopment of existing library site for housing
20. Possible future redevelopment of BT Exchange site
21. Transport Interchange Area - Improvements and mixed use development at the station



Figure 3 shows an enlarged version of the framework plan as a view of the core shopping area between High Street and Victoria Road, and the potential to create new streets and spaces on existing car parks, providing the same amount of car parking in a reorganized arrangement.

Consort Square

1. Proposed new town square
2. Mixed use frontage to Square
3. New frontage to Collingwood and Batchelor
4. Retention and possible re-use of retail warehouse building
10. Mixed use frontage to new Square
11. New street linking Consort Square and Victoria Road



Community complex

- |  |   |
|--|---|
| 5. New landmark building on new Square               | 8. Library Square with improvements to subway |
| 6. New street linking Consort Square and High Street | 9. Service and parking area                   |
| 7. New Library site and community uses.              |   |

Virgin Carpark and Newman house Area

12. Mixed use development
13. Mixed use scheme and parking
14. Mixed use scheme and parking - Gateway development

Waitrose Entrance Scheme

15. Public square opportunity at gateway to town centre
16. Waitrose Entrance Scheme -Re-use of Kwik-Fit building for leisure use
17. Re-use of Kwik-Fit building for leisure use
18. Possibly re-open High Street for access traffic

### 13.1 MOVEMENT IN THE TOWN

The town centre should be the hub of the transport network in Horley. It should not only be a destination for transport modes but an effective interchange. The improvement of movement in the town is essential to the redevelopment of Horley and to facilitate the growth of the additional 2600 dwellings in the town. By the creation of a focus to the transportation facilities, the town centre regeneration will include improved facilities which seek to secure a projected 20% modal shift of peak hour traffic onto alternatives modes. Additionally developments within the town centre would need to demonstrate how they would provide for the use of alternative modes of transport.

Figure 4 shows how pedestrian and vehicular movement around the Framework Plan would work. No significant change to overall vehicular movement is proposed, but improved pedestrian connections across the railway (the underpass) are suggested, new links into the Consort Way area from High Street and Victoria Road are shown, and there may be the possibility to reintroduce light traffic access into High Street from Victoria Road since the new Consort Way Square would provide a major central space for the town centre instead of the present High Street pedestrian area.

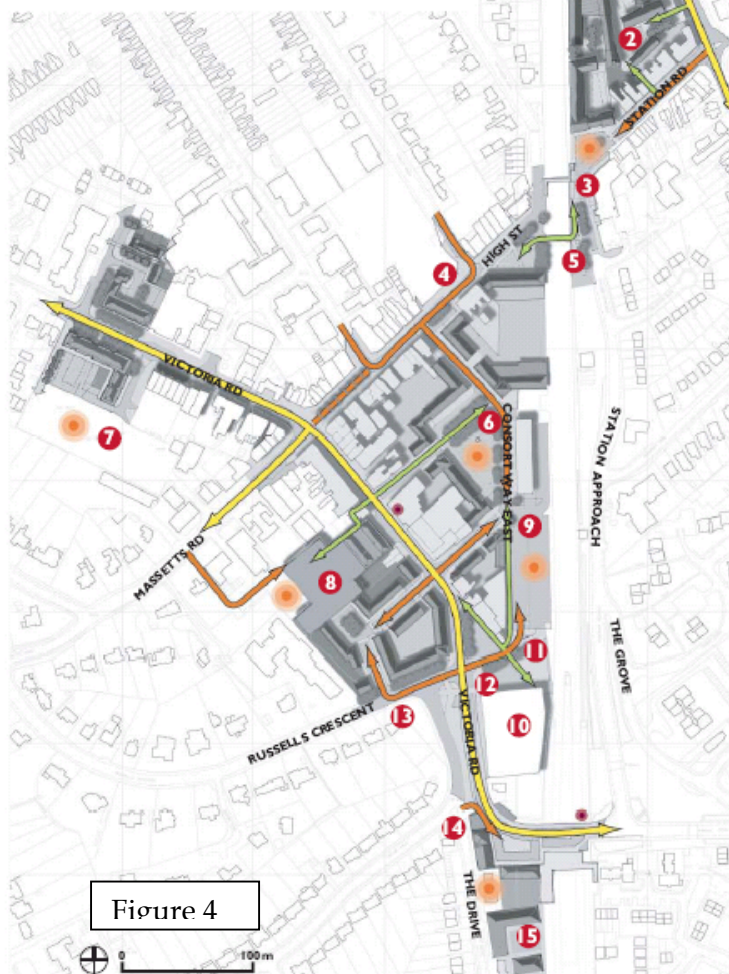


Figure 4

#### Cultural Quarter

1. Possible new junction.
2. Possible pedestrian access area.
3. Underpass - improvements.

#### Consort Square

4. Local access.
5. Underpass improvements.
6. Alternative uses and shared parking.
7. Victoria Road car park.
8. Mixed use scheme.
9. Consort Square - local access to centre.

#### Waitrose entrance scheme

10. Waitrose.
11. Direct access.
12. Redesigned junction.
13. Mixed use scheme access point.

#### Transport interchange

14. Access to new station development from The Drive.
15. New station parking.

### 13.2 PUBLIC REALM AND LANDSCAPE

The town centre is the focus of the community in Horley. Its image and attractiveness is important to create a vibrant and viable town centre where business will wish to locate and customers will wish to visit. The improvement of the overall image of the town centre is essential for it to play its role for existing and future residents. The theme of squares will be used and public spaces could be created or enhanced as part of the redevelopment of the town centre. Depending upon their size, these squares could be put to different uses such a market in the town square and outdoor eating or seating in areas where appropriate.

Developments within the town centre would need to demonstrate how they would be designed to a high standard to improve the image of the town centre. They would also need to demonstrate how they are sustainable. With the regeneration there is the need and opportunity to use renewable energy sources. In the overall concept for the town centre some land and the ability to provide a renewable energy centre should be included in the regeneration project.

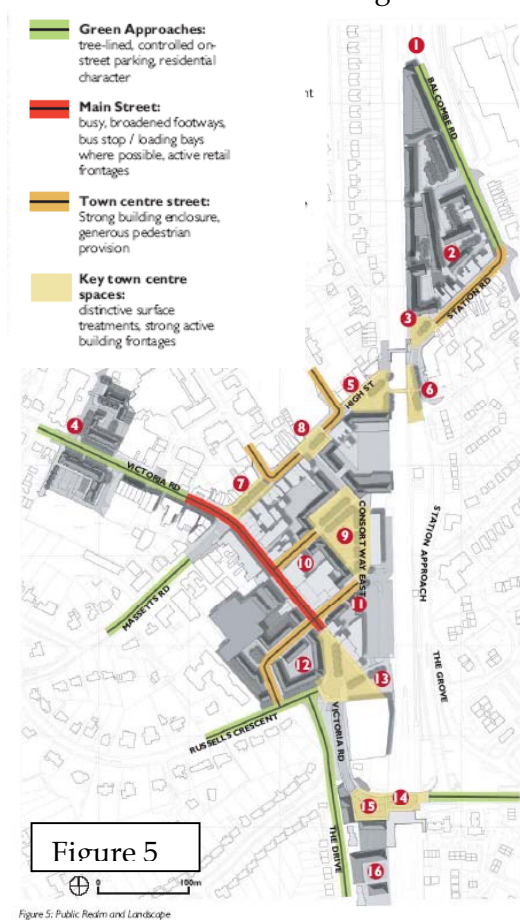


Figure 5: Public Realm and Landscape

### Cultural Quarter

1. Landscape improvements.
2. Redevelopment potentially as a series of linked courts between retained and new buildings.
3. Access point.

Existing Library site 4. Residential development on approach: strong frontage and avenue trees.

### Community complex

5. Broad new space and entrance to underpass
6. Subway improvements.
8. Possible small new space at new street junction at corner of The Gatwick pub.

Improvements to High Street 7. Further improvements: possible tree planting down the centre.

### Consort Square Scheme

9. New town space with parking, seating, market and events (parking suspended on occasion).
7. Possible new shopping lane Waitrose Entrance Scheme
8. Pedestrian link enhanced.
13. Waitrose entrance scheme - potential

new space tying Waitrose frontage into Victoria Road and refurbished Kwik Fit. Virgin and L & G Site 12. Mixed Use scheme - Virgin site redeveloped with street links and landscaped areas.

### Transport Interchange Scheme

14. Comprehensive new treatment of station forecourt with new development.
15. New open space opening out views from station.
16. New residential development which addresses level changes at the station. Possible shopfronts on Victoria Road.

### 13.3 KEY DEVELOPMENT SITES

The framework identifies several areas for large scale redevelopment. Four of these in particular have significant potential as short - medium term implementation projects in the town centre. These are shown below;

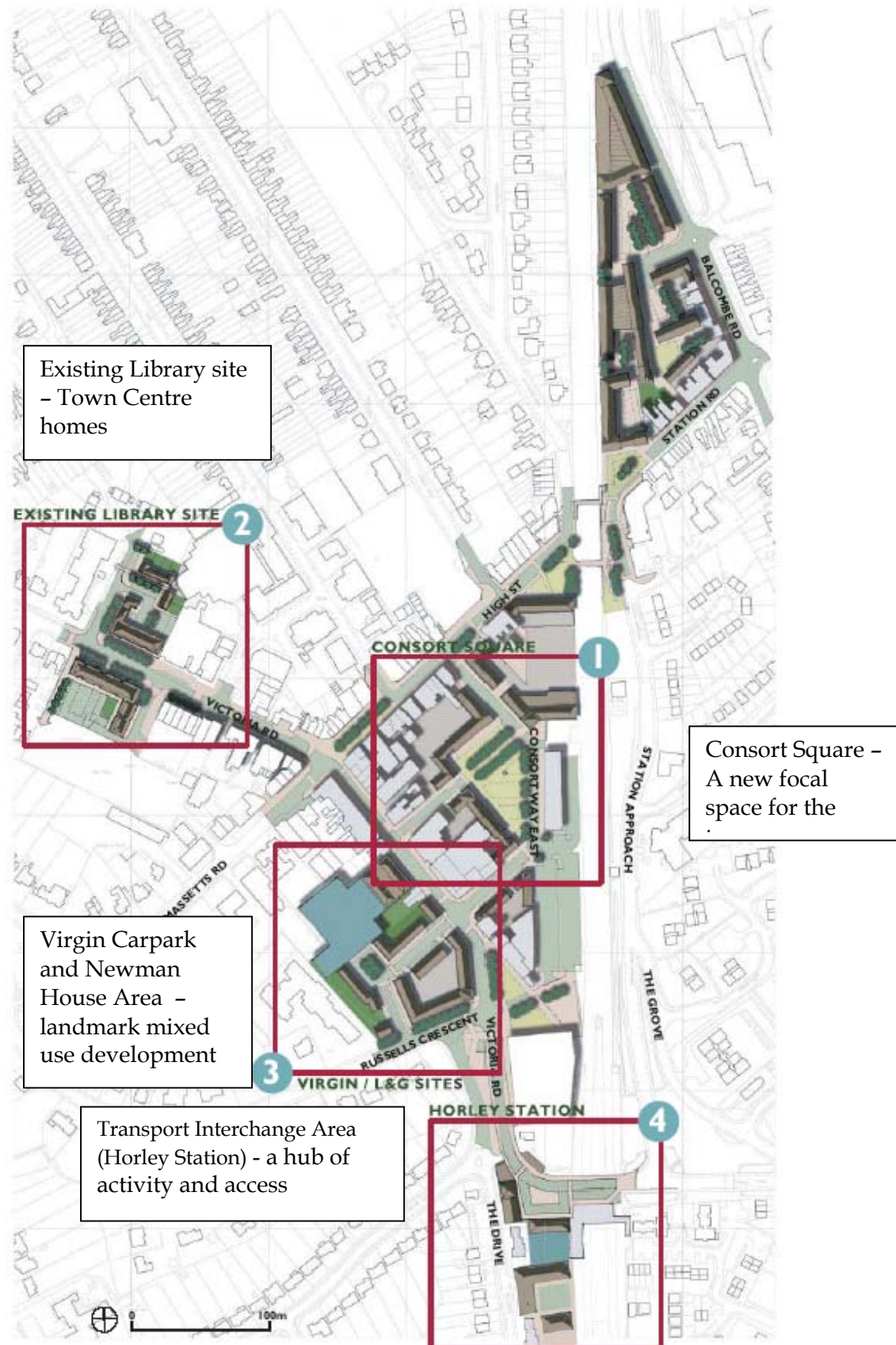
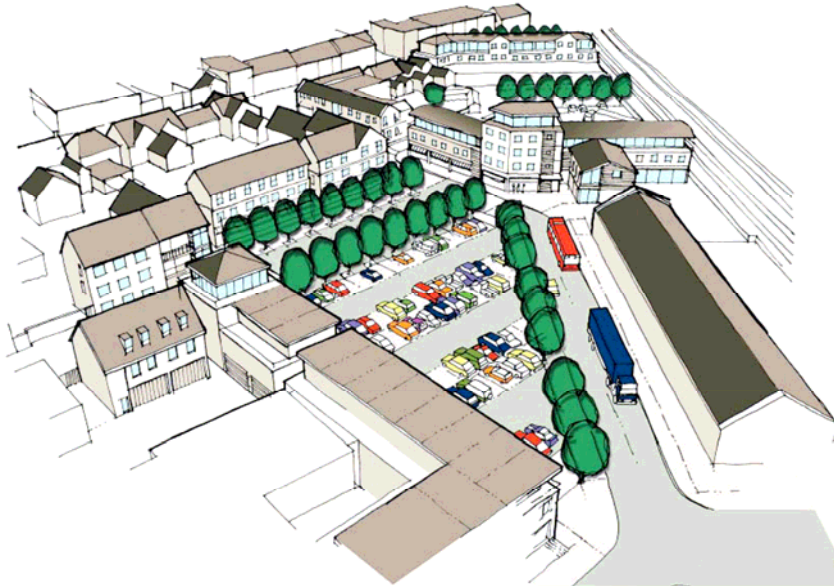


Figure 6: Key Development Sites

### 13.3.1 CONSORT SQUARE- A NEW FOCAL SPACE FOR THE TOWN

The area around Consort Way is identified as a major new town centre location focused on pedestrian streets and a new town centre square. The creation of the square would be the result of new buildings which frame the open space for example the new library and information centre. Much of the land is in public ownership in this area which means that development proposals can be taken forward in the short to medium term.

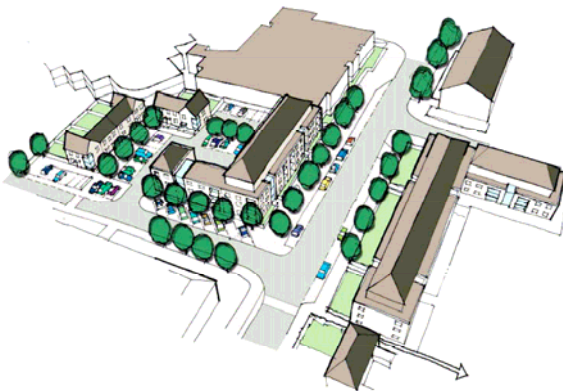


Consort Square is an opportunity to transform a barren and featureless area of the town centre into a major new focal point in the town. The space could be used flexibly and on occasions to accommodate uses focused on

enhancing the life of the town, for uses such as a market. There would be a loss of parking which would need to be redistributed elsewhere in the town centre. New access points are indicated as a proposed to link the square to High Street and Victoria Road. These links are a long term aspiration which could coincide with the redevelopment of a site and as such there is some flexibility in the routing of these.

### 13.3.2 EXISTING LIBRARY SITE - TOWN CENTRE HOMES

The library site is identified as an area for environmental improvement and provision of town centre homes. A large proportion of the site is owned by Surrey County Council, who support the proposals of the Horley Town Centre Regeneration and are proposing the relocation of the library to a more accessible site in the town centre.

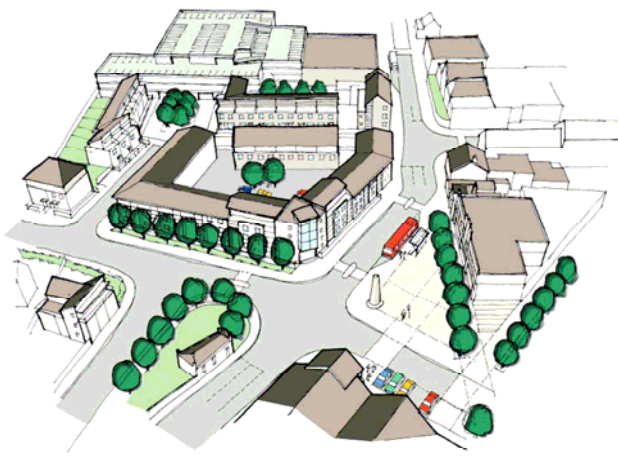


The relocation of the library to the heart of the town would provide the opportunity to comprehensively redevelop this edge of the town centre site to assist in funding the new facility. The sketch proposals show an indicative layout where the majority of the units would be one or two bed apartments as well as some houses. Unless provided elsewhere, the scheme

should include enough parking on and off the street to accommodate equivalent numbers of public parking spaces existing on the library site, coupled with enhanced links to the nearby car parks at Lidl and in Victoria Road. The scheme also recognizes the possible future redevelopment of the BT Exchange building, which is a low grade building at a key gateway to the town.

### 13.3.3 VIRGIN AND L & G SITE - LANDMARK MIXED USE DEVELOPMENT

The site previously occupied by the Virgin offices is seen by its owners as having immediate redevelopment potential. It is arguably the most prominent site in the town centre and the Horley Town Centre Regeneration supports major improvements.



There is an opportunity to create a landmark development on the gateway site currently occupied by the Virgin offices. The concept illustrated here contains a mix of offices, shops, apartments and parking. The service areas and car park could be 'hidden' behind active frontages in order that it does not detract from the environmental quality of the streets. The concept also

includes a new public square outside the renovated Kwik-Fit building, and a new direct access into Waitrose car park.

#### 13.3.3.1 TRANSPORT INTERCHANGE AREA (HORLEY STATION)- A HUB OF ACTIVITY AND ACCESS

The station area is essential to the provision of a highly accessible public transport network in conjunction with the allocated housing sites. Refurbishment and improved facilities at the station would make for a more attractive offer to potential passengers. The Horley Town Centre Regeneration identifies an opportunity for improvements to the station and a landmark development for the town.



The station proposals present an exciting opportunity to make better use of this important town centre asset. Any scheme would need to master the change in levels created by the railway bridge.

This is a particular challenge when providing for mobility impaired access. There is potential expansion space for the Archway Theatre on The Drive. The scheme should also include public realm improvements following the theme of town squares with possibly a new station square surrounded by retail units.

#### **13.4 PHASING**

Much of the development proposed in the Horley Town Centre Regeneration takes place on existing car parks. In order to allow this development to take place, alternative town centre car parking provision must be secured. The objective is to ensure that there is no nett loss of parking space. As the car parks are currently at ground floor level a more efficient use of land may be to introduce multi level parking. This would need to be in a car park where there was sufficient space. The relocation of the library to another site in the town could secure the redevelopment of the existing library site. These are the sites identified to occur in the short (in the next 2-3 years) to medium (in the next 3-5 years) term, with other key sites then following, along with the wider Horley Town Centre Regeneration proposals.