



MARKETFIELD WAY CAR PARK, REDHILL

Reigate & Banstead Borough Council (Marketfield Way) Compulsory Purchase Order 2018.

Section 226(1)(a) Town and Country Planning Act 1990

Acquisition of Land Act 1981

Section 13 Local Government (Miscellaneous Provisions) Act 1976

and

Associated Application for the Stopping Up of Existing Public Rights of Way

Section 251 of the Town and Country Planning Act 1990

**PINS Appeal Reference:
APP/PCU/CPOP/L3625/3198457**

Proof of Evidence of Neil Rowe on behalf of Reigate & Banstead Borough Council

APPENDICES

September 2018

RGP - Transport Planning and Infrastructure Design Consultants

Head Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY
South Coast Suite 2, West Barn, Norton Lane, Chichester PO20 3AF
London 22 Upper Ground, London SE1 9PD

E: enquiries@rgp.co.uk

T: 01483 861681
T: 01243 210418
T: 020 7078 9662

www.rgp.co.uk



LIST OF ANNEXES

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ANNEX A



SURREY
COUNTY COUNCIL

APPLICATION NUMBER	RE/16/1066
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: RBBC

Location: Marketfield Car Park and Commercial Buildings along the High Street

Development: Redevelopment to provide, new multi-screen cinema, flexible retail, restaurant, and cafe at ground and first floor level, with residential above.

Contact Officer	Tony Otterson	Consultation Date	26 August 2016	Response Date	24 November 2016
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having considered any local representations and having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

HC1 New Access/Modified Access

The development hereby approved shall not be first occupied unless and until the proposed vehicular accesses on to Marketfield Road (including changes to local parking restrictions) and Marketfield Way (including the required relocation of the adjacent controlled pedestrian crossing) have been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: HR1

Policy: NPPF, Local Plan Movement Policy Mo5, Mo6 and Mo7.

HC2 Restriction on Location of Access

The development hereby approved shall not be first occupied unless and until the existing access from the site to Marketfield Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: HR1

Policy: NPPF, Local Plan Movement Policy Mo5, Mo6 and Mo7.

HC3 Parking & Turning/Retention of Parking & Turning

- (a) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked for the loading and unloading of 6 light goods vehicles and 3 heavy goods vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purpose.

Reason: HR1

Policy: NPPF, Local Plan Movement Policy Mo5, Mo6 and Mo7.

HC4 Construction Transport Management Plan

No development shall commence until a Construction Transport Management Plan, to include details of :

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused, and
- (j) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: HR1

Policy: NPPF, Local Plan Movement Policy Mo5, Mo6 and Mo7.

HC5 Deliveries/Servicing (including HGV movements)

The development hereby approved shall not be first occupied unless and until a service management plan specifying arrangements for deliveries to and removals from the site, to include details of:

- (a) The types of vehicles to be used and hours of operation
- (b) The dimensions and layout of lorry parking and turning areas
- (c) The management of delivery scheduling
- (d) The management of vehicle conflict at the exit onto Marketfield Way, and
- (e) The use of banksman/general risk management.

has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

Reason: HR1

Policy: NPPF, Local Plan Movement Policy Mo5, Mo6 and Mo7.

HC6 Travel Plan

(a) Prior to first occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide".

And then the approved Travel Plan shall be implemented on first occupation and for each and every subsequent occupation of the development, thereafter the Travel Plan shall be maintained and developed to the satisfaction of the Local Planning Authority.

Reason: HR2

Policy: NPPF, Local Development Plan/Local Plan Movement Policy Mo5, Mo6 and Mo7

STANDARD REASONS

- HR1 The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.
- HR2 The above conditions are required in recognition of Section 4 "Promoting Sustainable Transport " in the National Planning Policy Framework 2012.

STANDARD HIGHWAY INFORMATIVE NOTES

HInf5 Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

HInf8 The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

H(Inf)9b - Works to the Highway

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please

see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

Hlnf11 The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

Hlnf13 The developer is advised that (Public Footpath/Public Bridleway/BOAT) Number..... crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

Hlnf18 The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

Note to Planner

Surrey County Council (SCC), as LHA, have reviewed the application and the supporting documentation, can offer the following observations to the LPA:

Traffic Generation

The development site is situated within the town centre and therefore provides opportunity for potential residents, employees and visitors of the development to travel by means other than the private car. The local railway station is just 100m to the northeast of the site and the town centre bus terminus is approximately 70m to the northern.

The supporting TA suggests the development will generate up to approximately 60-70 vehicles trips per hour (but substantially less during the weekday AM peak). Being dispersed across the wider town centre highway network, many visitors will complete the final part of their arrival journey on foot. With the trips from the existing car park use dispersed across various parking facilities around the town centre, this level of traffic generations is unlikely to have a discernible impact on the adjacent highway.

Parking

The support TA suggests that the loss of town centre parking (approximately 97 spaces) can be accommodated elsewhere in the town centre where existing capacity exists, and evidence to this end is provided through data from a recent town centre parking study. This study was conducted during 2011 and concluded that there is a significant amount of spare parking capacity in Redhill Town Centre, with approximately 1056 of the 4095 spaces unused during peak parking periods.

The residential element of the scheme will be provided with 47 parking spaces at a ratio of 0.3 spaces per flat, meeting the Redhill Parking Standards which is based on 0.25 spaces per flat.

On the basis of this data, SCC concludes that the development is unlikely to create localised parking problems which effect safety or the free movement of traffic.

However, the question of local amenity, in that some visitors may have to park further from their primary destination within the town centre due to the loss of this car park, is a question for the LPA to consider and address.

Service Access

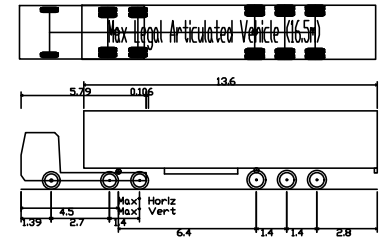
Lengthy negotiations have taken place in relation to service access, and having reached a position where SCC are satisfied, the following elements will need to be addressed should the application be successful:

- The provision of service access from Marketfield Road, will require the adjacent highway to be kept clear of parked vehicles to allow for access by larger service vehicles, and for this reason the Section 278 works should include a local on street parking scheme;
- The section 278 works will also include the relocation of the pedestrian crossing on Marketfield Way, the new access junction to the developments northern service yard, the adjustments to the junction of Marketfield Road / Marketfield Way (allowing improved HGV egress), and potentially including the adjustment to the advance direction sign at the corner of this junction (subject to the review of its adopted text height); and
- A detailed service management plan will be required, covering the proposed layout of the northern service yard (bay positions, waiting restrictions, and pedestrian access restrictions), the use of banksman at both service areas, and the egress operation from the northern service yard.

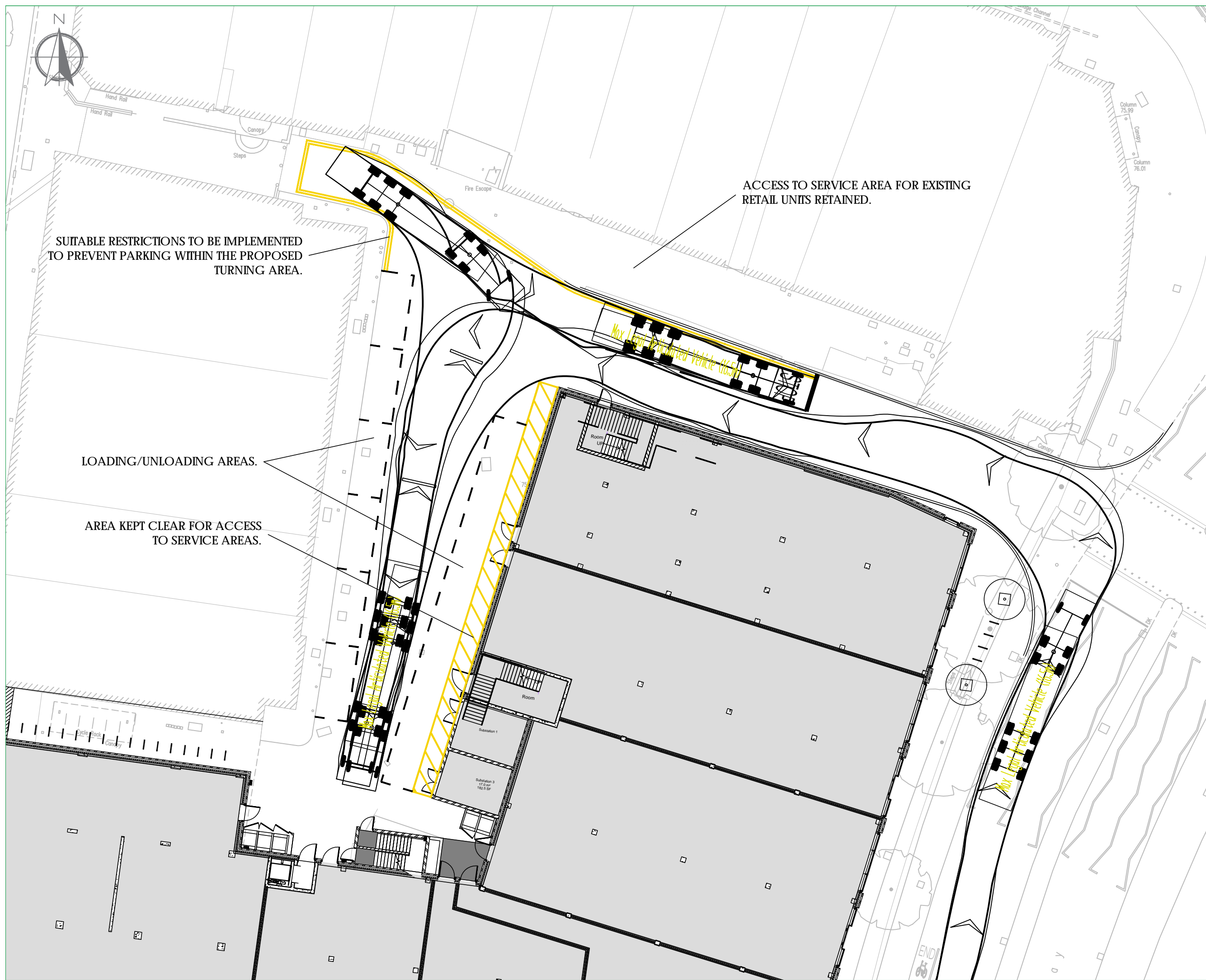
Stopping Up of Highway

The applicant is reminded that SCC has confirmed the principle of allowing the affected access roads within the site to be stopped up. However, the question of the freehold ownership of these areas of highway will need to be addressed. Should they fall into the ownership of SCC negotiation in relation to the purchase of these areas land from SCC will be required.

ANNEX B



Max Legal Articulated Vehicle (16.5m)	16.500m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.396m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.870m
Kerb to Kerb Turning Radius	



SUITABLE RESTRICTIONS TO BE IMPLEMENTED TO PREVENT PARKING WITHIN THE PROPOSED TURNING AREA.

ACCESS TO SERVICE AREA FOR EXISTING RETAIL UNITS RETAINED.

LOADING/UNLOADING AREAS.

AREA KEPT CLEAR FOR ACCESS TO SERVICE AREAS.

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rgp
 Transport Planning and Infrastructure Design Consultants
 Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client	Coplan Estates		
Project	Marketfield Road, Redhill		
Drawing Title	Proposed Access Arrangement		

Scale	1:250	Drawn By	CEW	Checked By	NDR	Approved By	NDR
Date	November 2016	Drawing No.	2016/3441/002		Rev.	-	

ANNEX C

Stuart Jones

From: Scott Dickson EI <scott.dickson@surreycc.gov.uk> on behalf of TDP Reigate and Banstead/EAI/SCC <tdpreigateandbanstead@surreycc.gov.uk>
Sent: 03 September 2018 17:51
To: planning applications; Billy Clements
Subject: RE: Planning Consultation for 16/01066/NMAMD1

Hi Billy,

Thanks for consulting Transport Development Planning at Surrey County Council on the proposed Non Material Amendment application at Marketfield Public Car Park Marketfield Road Redhill Surrey RH1 1RH.

The proposed development has been considered by the County Highway Authority who having considered any local representations and having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted.

1. The development hereby approved shall not be first occupied unless and until the proposed vehicular accesses onto Marketfield Road (including changes to local parkin restrictions) and Marketfield Way (Including the required relocation of the adjacent controlled pedestrian crossing) has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2018 and Policy M05 highway safety, of the Reigate and Banstead Local Plan 2005.

2. The development hereby approved shall not be first occupied unless and until existing access from the site to Marketfield Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2018 and Policy M05 highway safety, of the Reigate and Banstead Local Plan 2005.

3. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading and turning areas shall be retained and maintained for their designated purposes.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2018 and Policy M05 highway safety, of the Reigate and Banstead Local Plan 2005.

4. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) (k) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2018 and Policy M05 highway safety, of the Reigate and Banstead Local Plan 2005.

5. The Delivery and Servicing Management Plan numbered COPL/16/3441/DSMP dated July 2018 shall be implemented upon first occupation of the proposed development and thereafter permanently retained and developed in accordance with the approved submitted Delivery and Servicing Management Plan.

Reason:

The condition above is required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and to accord with the National Planning Policy Framework 2018 and Policy M05 highway safety, Policy MO7 Parking, and policy M06 Turning Space of the Reigate and Banstead Local Plan 2005.

Informatives

1. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

2. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

4. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.

5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

6. The developer is advised that (Public Footpath/Public Bridleway/BOAT) Number..... crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

7. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

Scott Dickson
Senior Transport Development Planning Officer Surrey County Council Room 365 County Hall Penryhn Road
Kingston
KT2 2DY
Telephone 020 8541 7427
Mobile 07968 832245
www.surreycc.gov.uk/tdp
tdpepsomandewell@surreycc.gov.uk
tdpreigateandbanstead@surreycc.gov.uk

-----Original Message-----

From: planning.applications@reigate-banstead.gov.uk [mailto:planning.applications@reigate-banstead.gov.uk]
Sent: 14 August 2018 14:31
To: TDP Reigate and Banstead/EAI/SCC <tdpreigateandbanstead@surreycc.gov.uk>
Subject: Planning Consultation for 16/01066/NMAMD1

Please See Consultation Letter for Planning Application 16/01066/NMAMD1. The proposal is: Amendment to approved service yard layout. Non material amendment of permission ref no 16/01066/F.

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Reigate & Banstead Borough Council
Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH Telephone : +44 (0)1737 276000 Website :
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ANNEX D

Mrs Wai Ying Lau 20 Station Road Redhill RH1 1PD (Objects)

Comment submitted date: Mon 04 Jul 2016

Dear Sir or Madam,

I am writing to object to this planning permission. There are several issues that I object to.

1) There is a road to the back of 20 Station Road, to which we have communal access and right of way. This is very important to maintain as it is required for goods delivery, for many of the restaurants on Station Road. This private road is not owned by the council and it is stated in our deed that this land is stated as shared ownership. The development cannot take this land for development as they do not own it and it is and has been in continuous use by Station Road properties.

2) There is a lack of parking provision in the development plans. The plan details 47 parking spaces, but does not state whether they are for public use or for the residential owners of the development. In either case, 47 parking spaces is completely inadequate for the requirements of the town centre visitors or the residents. The reduction of parking spaces will detrimentally affect the ability of visitors to visit restaurants and shops in the town centre. We anticipate a reduced visitor number to the restaurant at 20 Station Road affecting business.

3) Thirteen stories of the development will shadow 20 Station Road and other properties on the road and flats in this road will have reduced sunlight and a loss of privacy, with the developments residential flats overlooking their windows. This will have a detrimental affect on property values at Station Road.

Yours sincerely,
Wai Ying Lau

ANNEX E

Stuart Jones

From: Tony Otterson EI <tony.otterson@surreycc.gov.uk>
Sent: 11 June 2018 11:33
To: Stuart Jones
Cc: Michelle Edser EI; Kerry James EI; Nicola Downes EI; Neil Rowe
Subject: RE: 16/01066/F - Marketfield Way, Redhill

Hi Stuart,

Many thanks for your email and the revised plans.

Movements along the Access / Light Van Parking on Northern Boundary

The revised layout appears to be the best compromise based on the requirement to provide private parking within the service area. Again, the acceptability is reliant on how much control the servicing management plan will have over existing units with access rights. If there is no requirement for them to be party to the servicing management plan then problems with capacity, size of vehicle and duration of stay, are of a much greater risk.

For clarity, I do understand that for 2 large vehicles to pass in the access road a give way point was required in the approved scheme. But with this management feature they could pass in the last third of the access road. In your recent scheme, this would have proved very difficult and it is this issue I was making reference to. However, the revised scheme remedies this.

Service Yard Capacity

As discussed previously, and referenced in your response, the acceptability is reliant on how much control the servicing management plan will have over existing units with access rights.

Delivery and Servicing Plan

I look forward seeing the document and understanding how use by existing tenants will be addressed.

Based on the above, the latest layout appears to be a compromised, but workable solution, subject to the measures provided within the DSMP, the tie in of existing users, and the outcome of the future safety audit for the overall section 278 works.

Kind regards

Tony Otterson
Surrey County Council
Transport Development Planning
Mobile: 07496781404

From: Stuart Jones [mailto:s.jones@rgp.co.uk]
Sent: 08 June 2018 15:56
To: Tony Otterson EI <tony.otterson@surreycc.gov.uk>
Cc: Michelle Edser EI <michelle.edser@surreycc.gov.uk>; Kerry James EI <kerry.james@surreycc.gov.uk>; Nicola Downes EI <nicola.downes@surreycc.gov.uk>; Neil Rowe <n.rowe@rgp.co.uk>
Subject: RE: 16/01066/F - Marketfield Way, Redhill

ANNEX F

25 July 2018

Surrey County Council
Merrow Depot
Merrow Lane
Guildford
GU4 7BQ

To whom it may concern

**SECTION 96A NON-MATERIAL AMENDMENT APPLICATION TO VARY THE LAYOUT OF THE SERVICE YARD
AS APPROVED BY PLANNING PERMISSION REFERENCE 16/01066/F**

MARKETFIELD PUBLIC CAR PARK, MARKETFIELD ROAD, REDHILL, SURREY, RH1 1RH

As you have an interest in the above land, we are obliged to serve notice on you under article 10 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The application, submitted under s96A of the Town and Country Planning Act 1990, seeks a non-material amendment to the approved scheme, amending the layout of the service bay only.

The application will be available to view on the Reigate and Banstead Borough Council website (www.reigate-banstead.gov.uk) via their planning explorer page, or alternatively at the council offices at:

Reigate and Banstead Borough Council
Town Hall
Castlefield Road
Reigate
Surrey
RH2 0SH

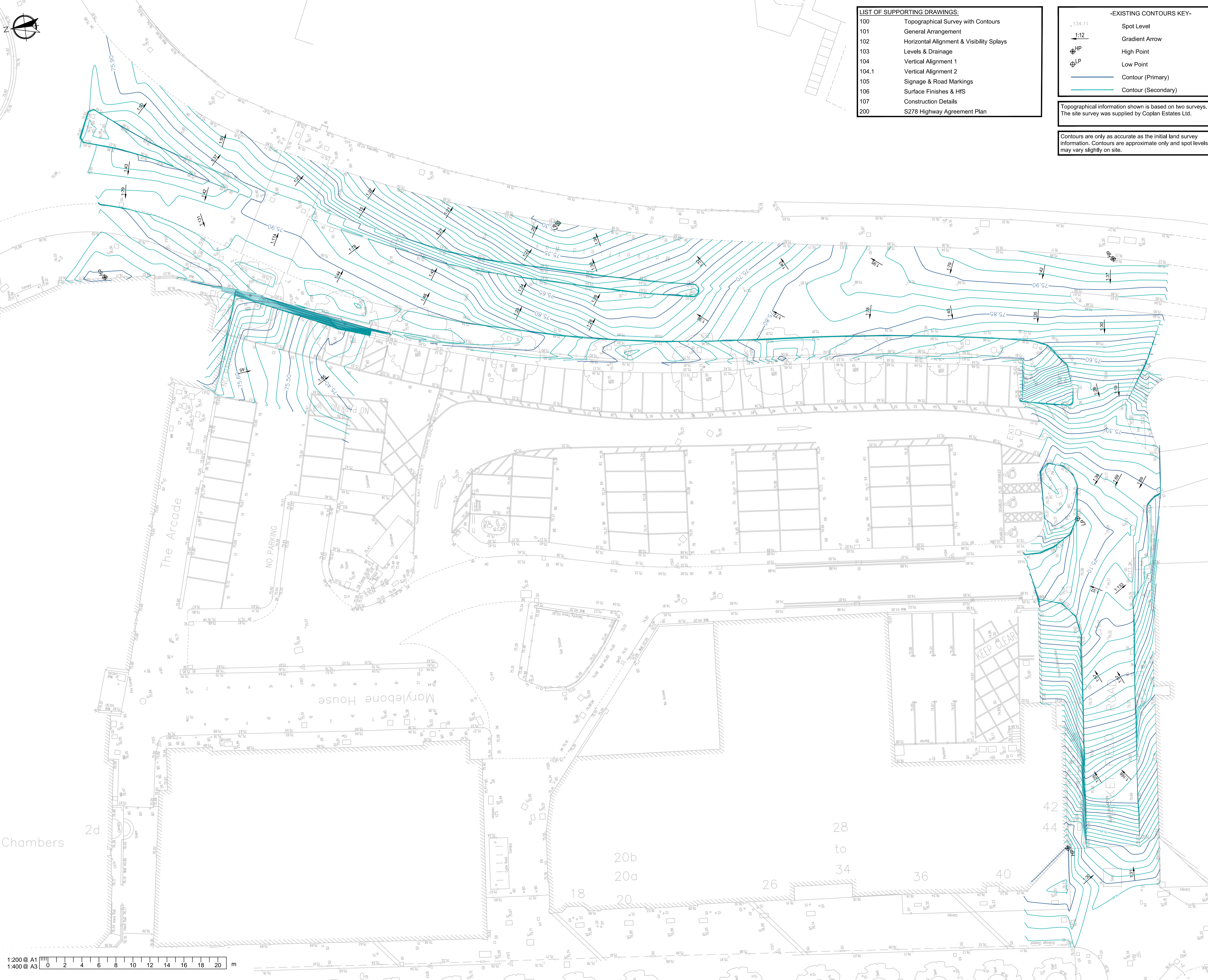
You are not required to do so, but should you want to comment on this application, you will need to make representations to Reigate and Banstead Borough Council within 14 days of the date of this letter.

Yours sincerely



Jonathan Rowlatt
Director

ANNEX G



LIST OF SUPPORTING DRAWINGS:

100	Topographical Survey with Contours
101	General Arrangement
102	Horizontal Alignment & Visibility Splays
103	Levels & Drainage
104	Vertical Alignment 1
104.1	Vertical Alignment 2
105	Signage & Road Markings
106	Surface Finishes & H/S
107	Construction Details
200	S278 Highway Agreement Plan

-EXISTING CONTOURS KEY-

134.11	Spot Level
1:12	Gradient Arrow
HP	High Point
LP	Low Point
(Blue line)	Contour (Primary)
(Green line)	Contour (Secondary)

Topographical information shown is based on two surveys. The site survey was supplied by Coplan Estates Ltd.

Contours are only as accurate as the initial land survey information. Contours are approximate only and spot levels may vary slightly on site.

NOTES

- This drawing is to be read in conjunction with all other RGP drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
- RGP accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
- Do not scale, work to figured dimensions only. All dimensions are in millimetres unless noted otherwise and all levels are in metres from the topographic survey datum.
- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
- All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
- The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. RGP logos and company information must be removed from copies if information is re-used.
- The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
- The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
- The contractor must comply with all current legislation relating to health & safety.
- All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any RGP drawings, the manufacturers instructions must be used.
- Contractor to confirm all invert levels where connections are proposed prior to commencing any drainage works. Contractor to commence drainage works at the point of discharge.

RESIDUAL HAZARDS

- In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:
- Uncharted buried services. Contractor to use CAT prior to excavating.
 - Working in live carriageway. Contractor to implement traffic management to ensure safety of the workforce and public.
 - Working in live sewers. Contractor to ensure operatives are familiar with the dangers of working in live sewers.
 - Excavations close to existing structures. Contractor to prepare method statement to ensure stability of existing structures.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

DRAFT ISSUE
SUBJECT TO S278 TECHNICAL APPROVAL & CCTV DRAINAGE INVESTIGATION CONCLUSIONS

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Rev.	Date	Amendments	Drawn	Appr.
			TW	MA



Transport Planning and Infrastructure Design Consultants
 2 West Elm, Norton Lane, Chichester, West Sussex PO20 3AF
 Tel: 01243 210418 Fax: 01483 861682 www.rgp.co.uk

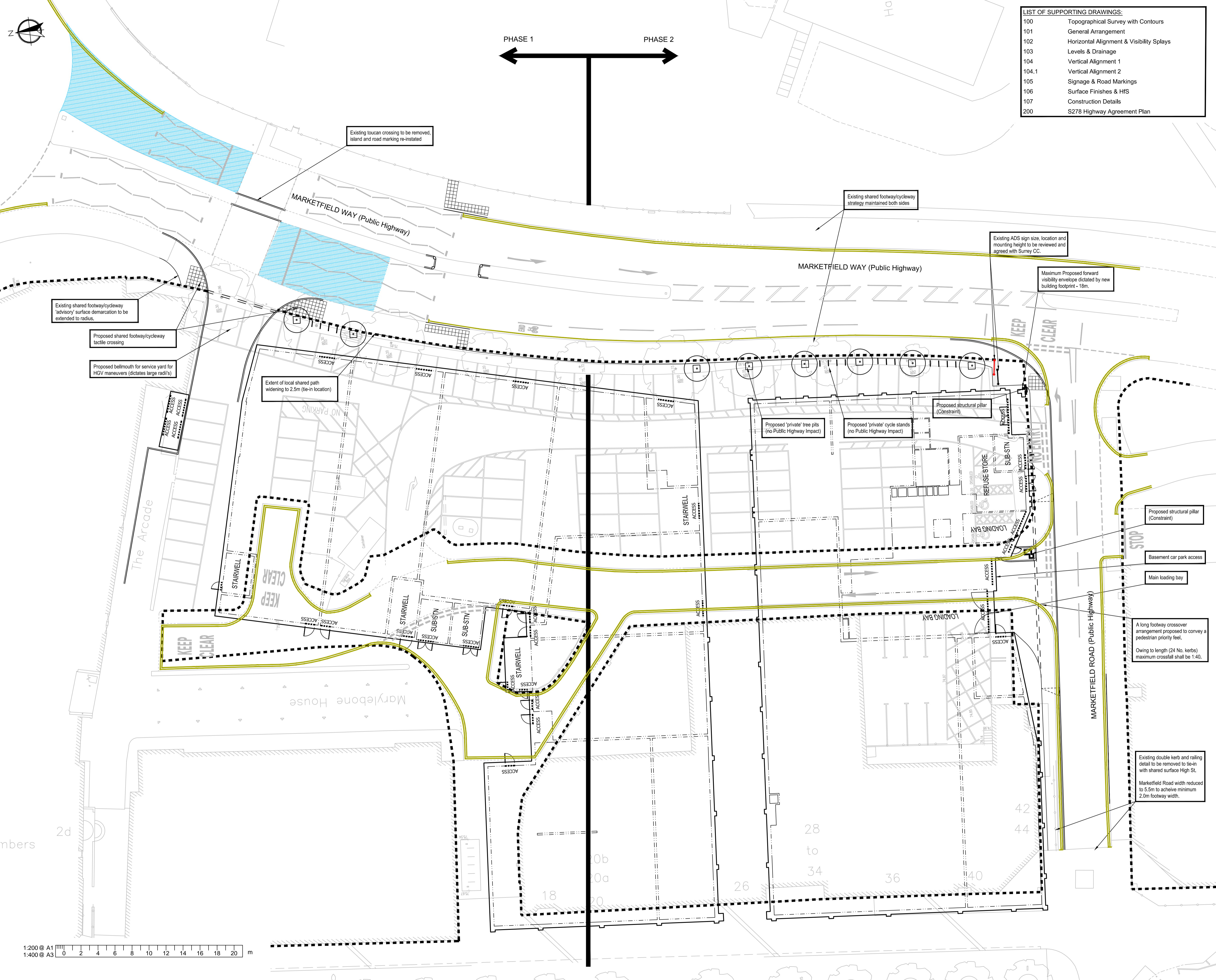
Client: Coplan Estates Ltd

Project: Land at Marketfield Way Carpark, Redhill, Surrey, RH1 1RH.

Drawing Title: Topographical Survey With Contours

Scale: 1:200	Drawn By: TW	Checked By: LF	Approved By: MA
Date: 02/07/18	Drawing No.: 2018-D1247-100	Rev.: -	

1:200 @ A1
 1:400 @ A3
 0 2 4 6 8 10 12 14 16 18 20 m



LIST OF SUPPORTING DRAWINGS:

100	Topographical Survey with Contours
101	General Arrangement
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104.1	Vertical Alignment 2
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RESIDUAL HAZARDS

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-	03/07/12	Original Issue	TW	MA



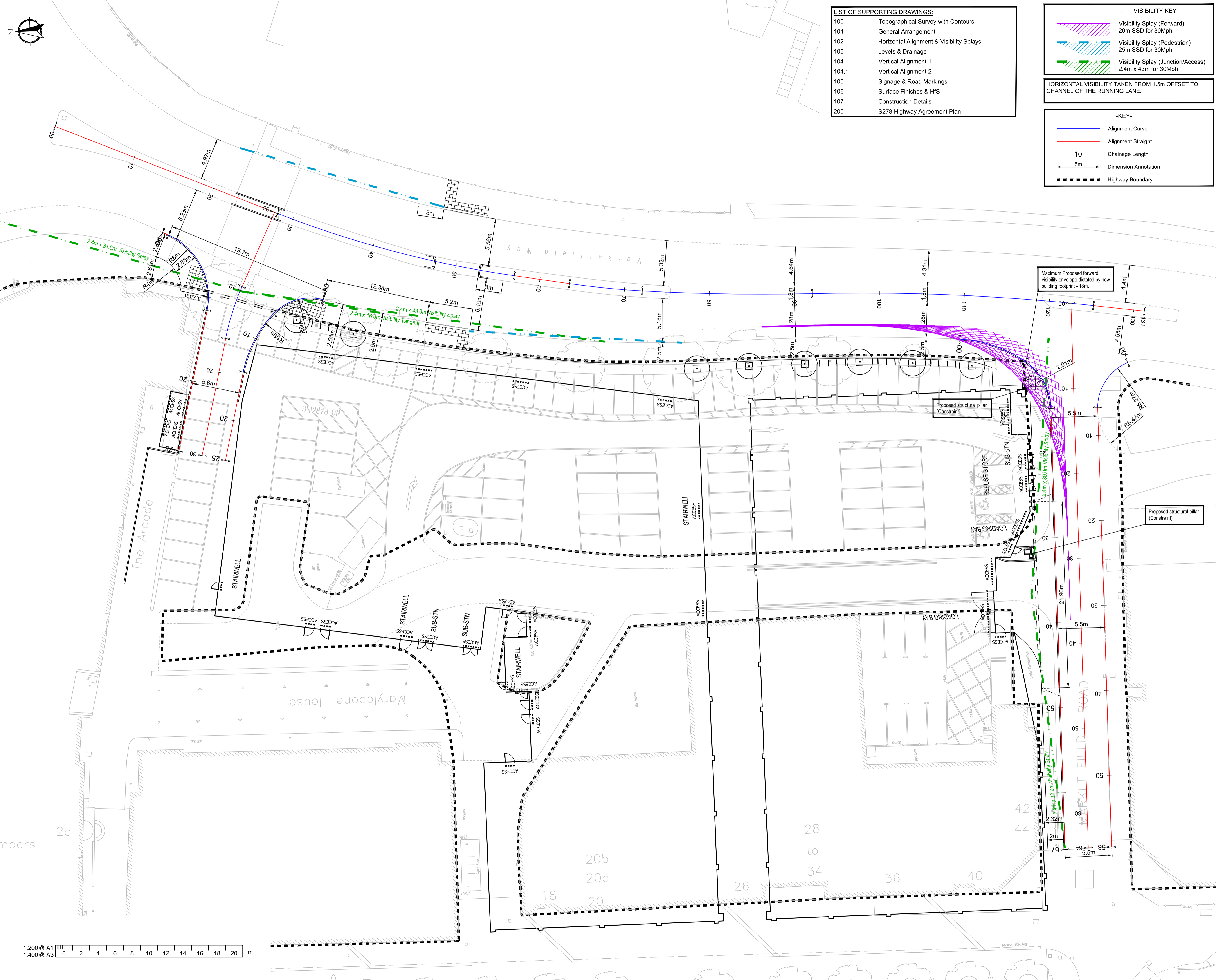
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Client
 Coplan Estates Ltd

Project
 Land at Marketfield Way CarPark, Redhill, Surrey, RH1 1RH.

Drawing Title
 General Arrangement for Detailed Design Discussion.

Scale	1:200	Drawn By	TW	Checked By	LF	Approved By	MA
Date	03/07/18	Drawing No.	2018-D1247-101		Rev.	-	



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- VISIBILITY KEY -

- Visibility Splay (Forward) 20m SSD for 30Mph
- Visibility Splay (Pedestrian) 25m SSD for 30Mph
- Visibility Splay (Junction/Access) 2.4m x 43m for 30Mph

HORIZONTAL VISIBILITY TAKEN FROM 1.5m OFFSET TO CHANNEL OF THE RUNNING LANE.

-KEY-

- Alignment Curve
- Alignment Straight
- Chainage Length
- 5m Dimension Annotation
- Highway Boundary

- NOTES**
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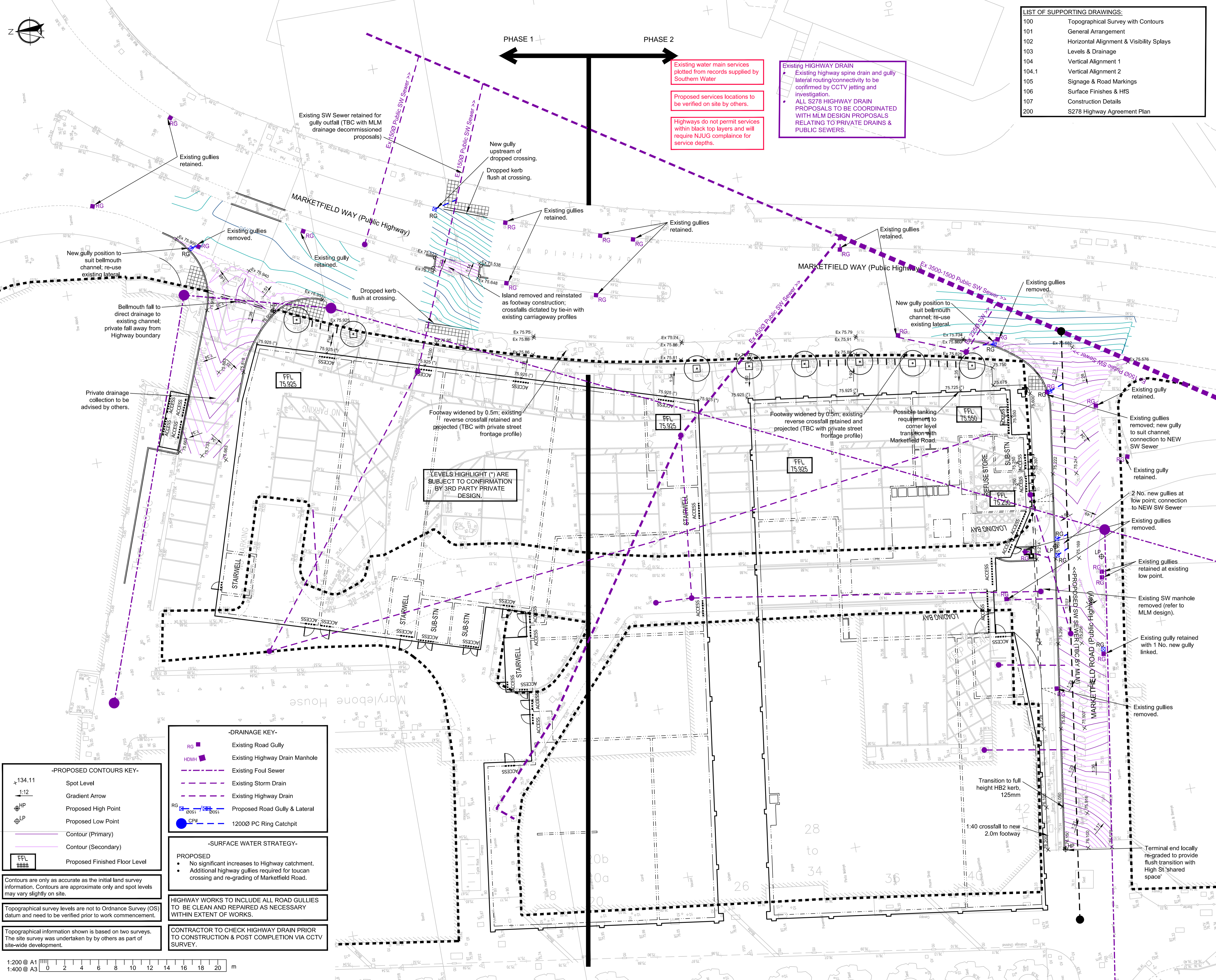
Drawing Title
Horizontal Alignment & Visibility Splays

Scale	1:200	Drawn By	TW	Checked By	LF	Approved By	MA
Date	04/07/18	Drawing No.	2018-D1247-102		Rev.	-	

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Existing water main services plotted from records supplied by Southern Water

Proposed services locations to be verified on site by others.

Highways do not permit services within black top layers and will require NJUG compliance for service depths.

Existing HIGHWAY DRAIN

- Existing highway spine drain and gully lateral routing/connectivity to be confirmed by CCTV jetting and investigation.
- ALL S278 HIGHWAY DRAIN PROPOSALS TO BE COORDINATED WITH MLM DESIGN PROPOSALS RELATING TO PRIVATE DRAINS & PUBLIC SEWERS.

LEVELS HIGHLIGHT (*) ARE SUBJECT TO CONFIRMATION BY 3RD PARTY PRIVATE DESIGN.

-DRAINAGE KEY-

- RG Existing Road Gully
- HDMH Existing Highway Drain Manhole
- Existing Foul Sewer
- Existing Storm Drain
- Existing Highway Drain
- Proposed Road Gully & Lateral
- 1200Ø PC Ring Catchpit

-PROPOSED CONTOURS KEY-

- Spot Level
- Gradient Arrow
- Proposed High Point
- Proposed Low Point
- Contour (Primary)
- Contour (Secondary)
- Proposed Finished Floor Level

-SURFACE WATER STRATEGY-

PROPOSED

- No significant increases to Highway catchment.
- Additional highway gullies required for toucan crossing and re-grading of Marketfield Road.

HIGHWAY WORKS TO INCLUDE ALL ROAD GULLIES TO BE CLEAN AND REPAIRED AS NECESSARY WITHIN EXTENT OF WORKS.

CONTRACTOR TO CHECK HIGHWAY DRAIN PRIOR TO CONSTRUCTION & POST COMPLETION VIA CCTV SURVEY.

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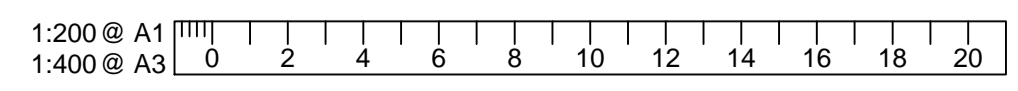
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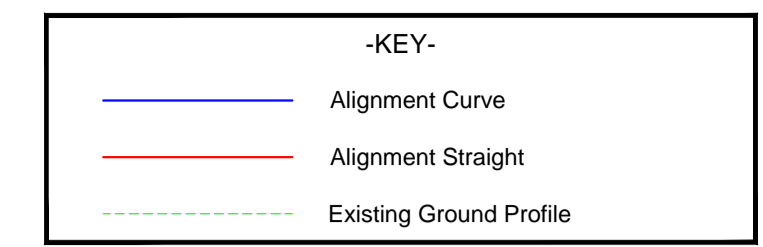
Client: Coplan Estates Ltd

Project: Land at Marketfield Way CarPark, Redhill, Surrey, RH1 1RH.

Drawing Title: Levels and Drainage

Scale: 1:200	Drawn By: TW	Checked By: LF	Approved By: MA
Date: 04/07/18	Drawing No.: 2018-D1247-103	Rev.: -	

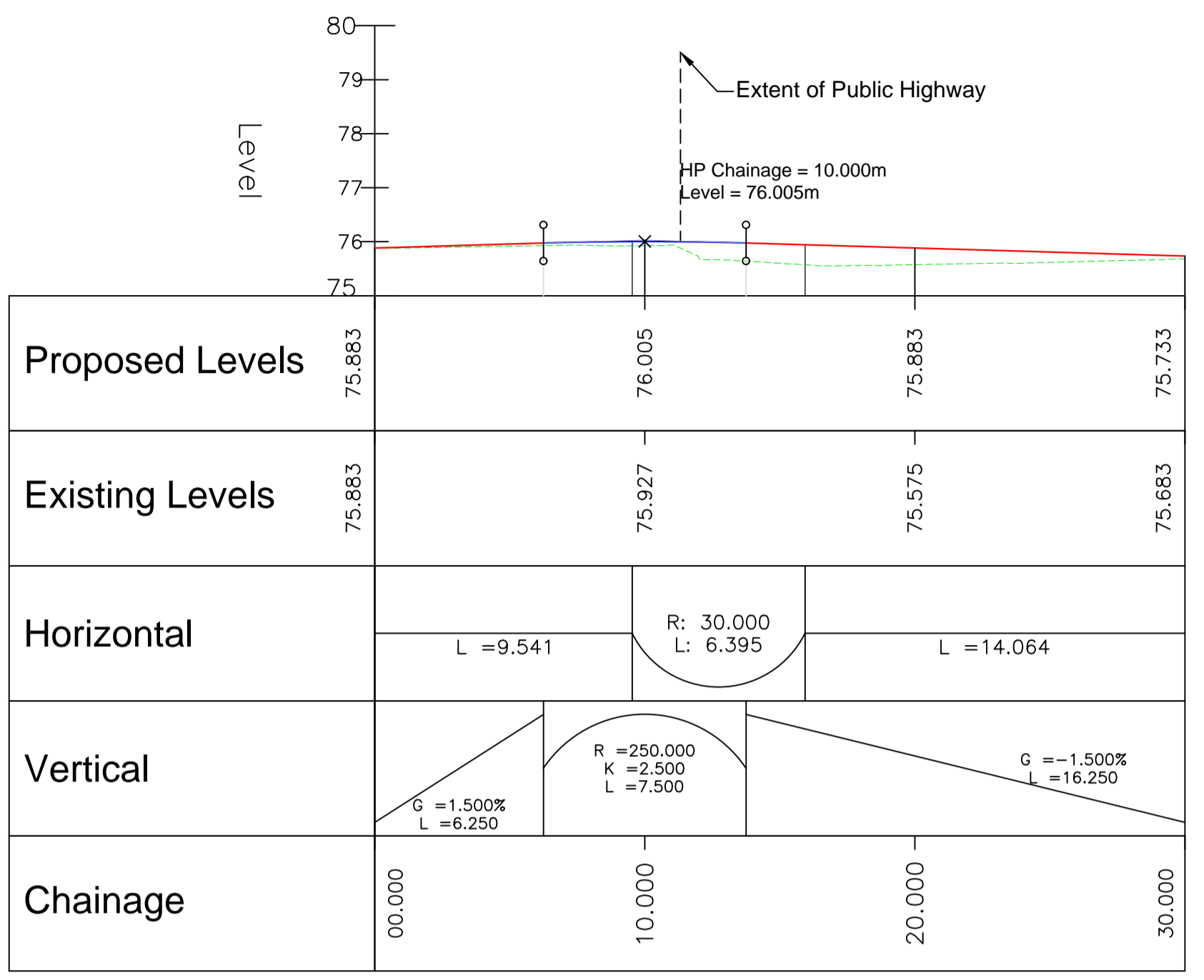




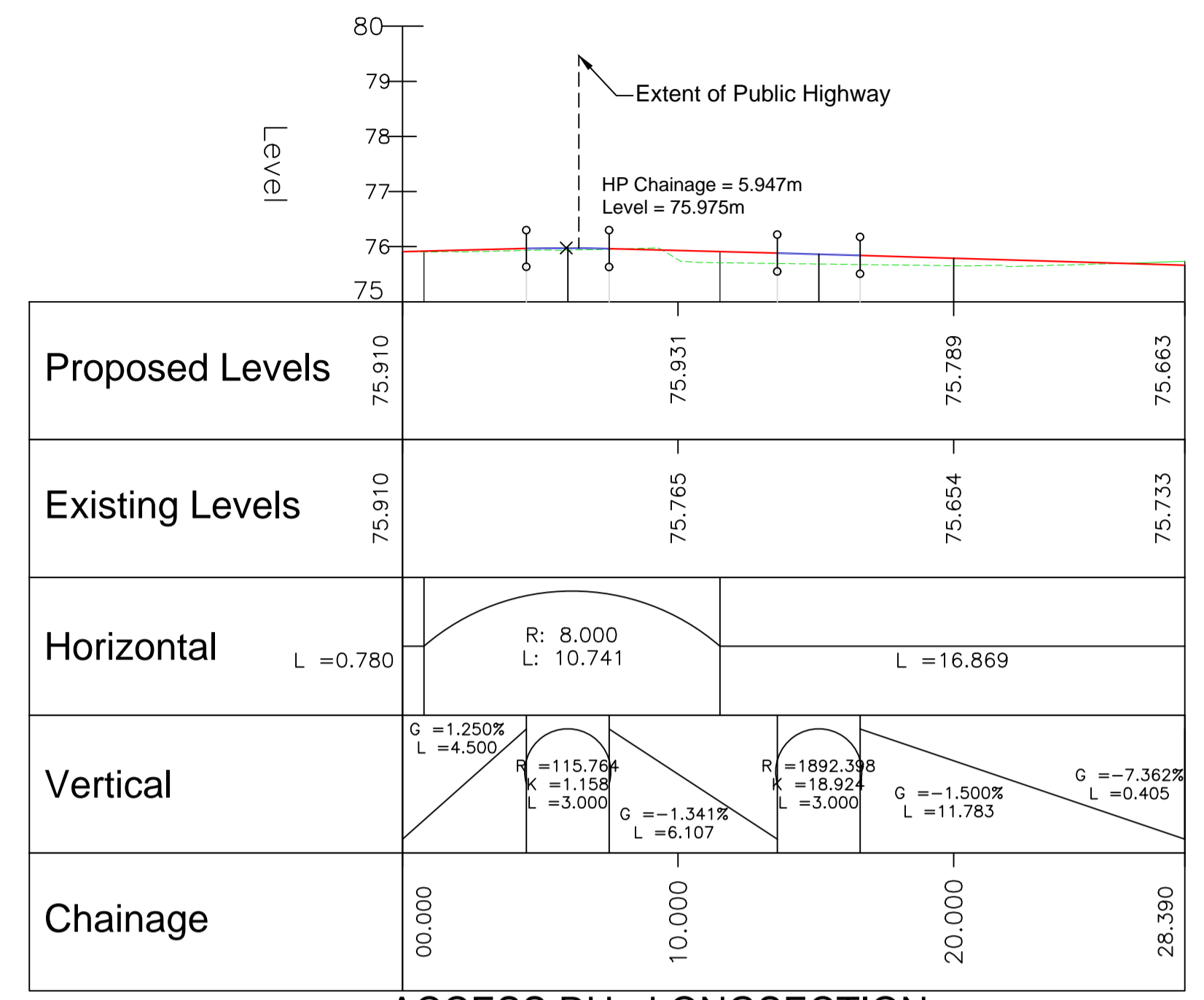
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ACCESS CL - LONGSECTION
SCALE: H 1:200,V 1:100. DATUM: 75.000



ACCESS RH - LONGSECTION
SCALE: H 1:200,V 1:100. DATUM: 75.000

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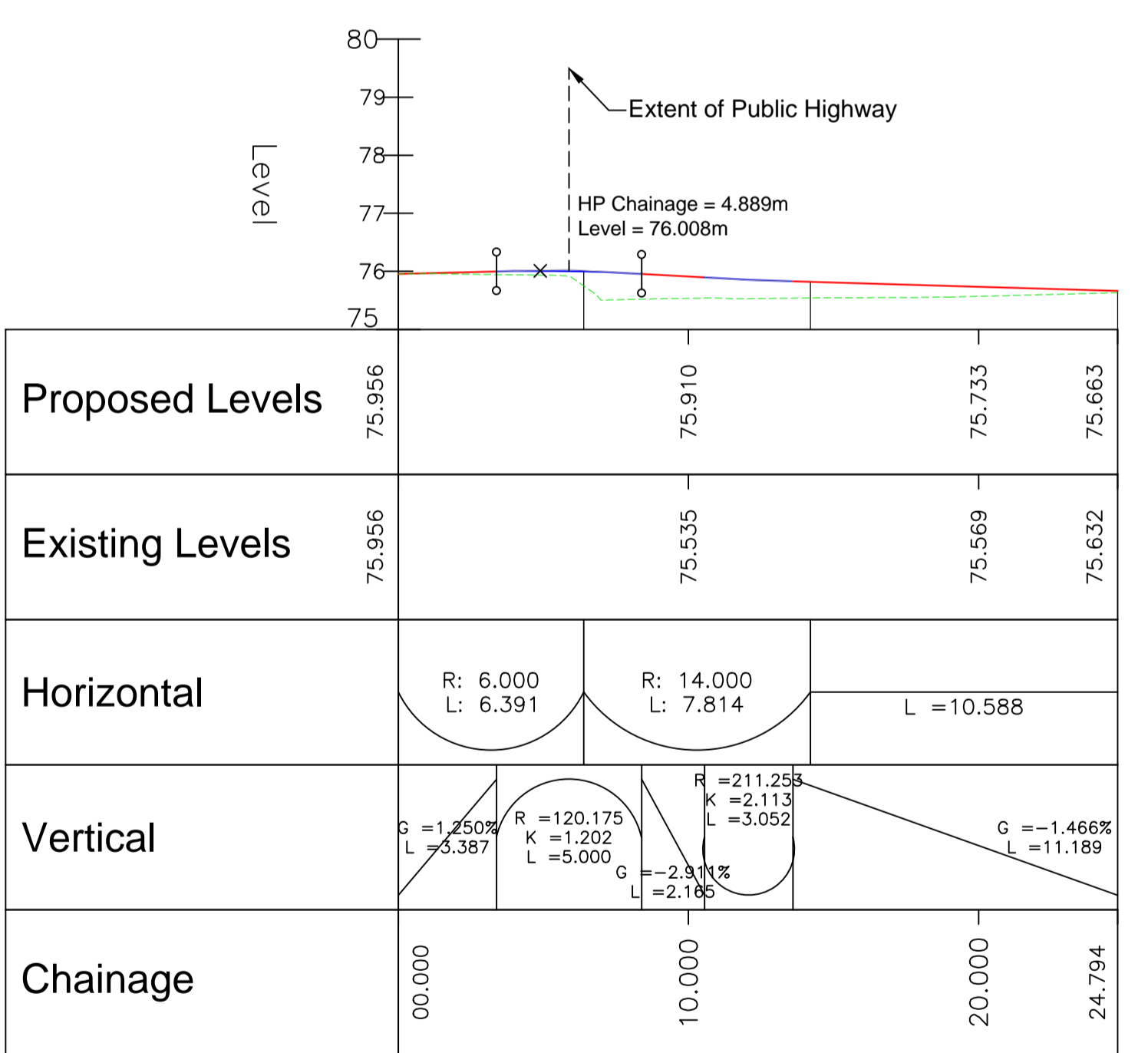


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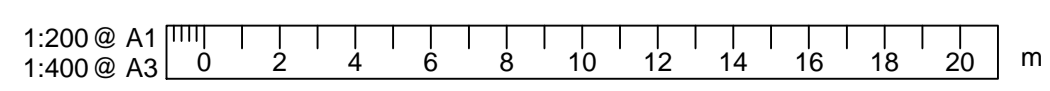
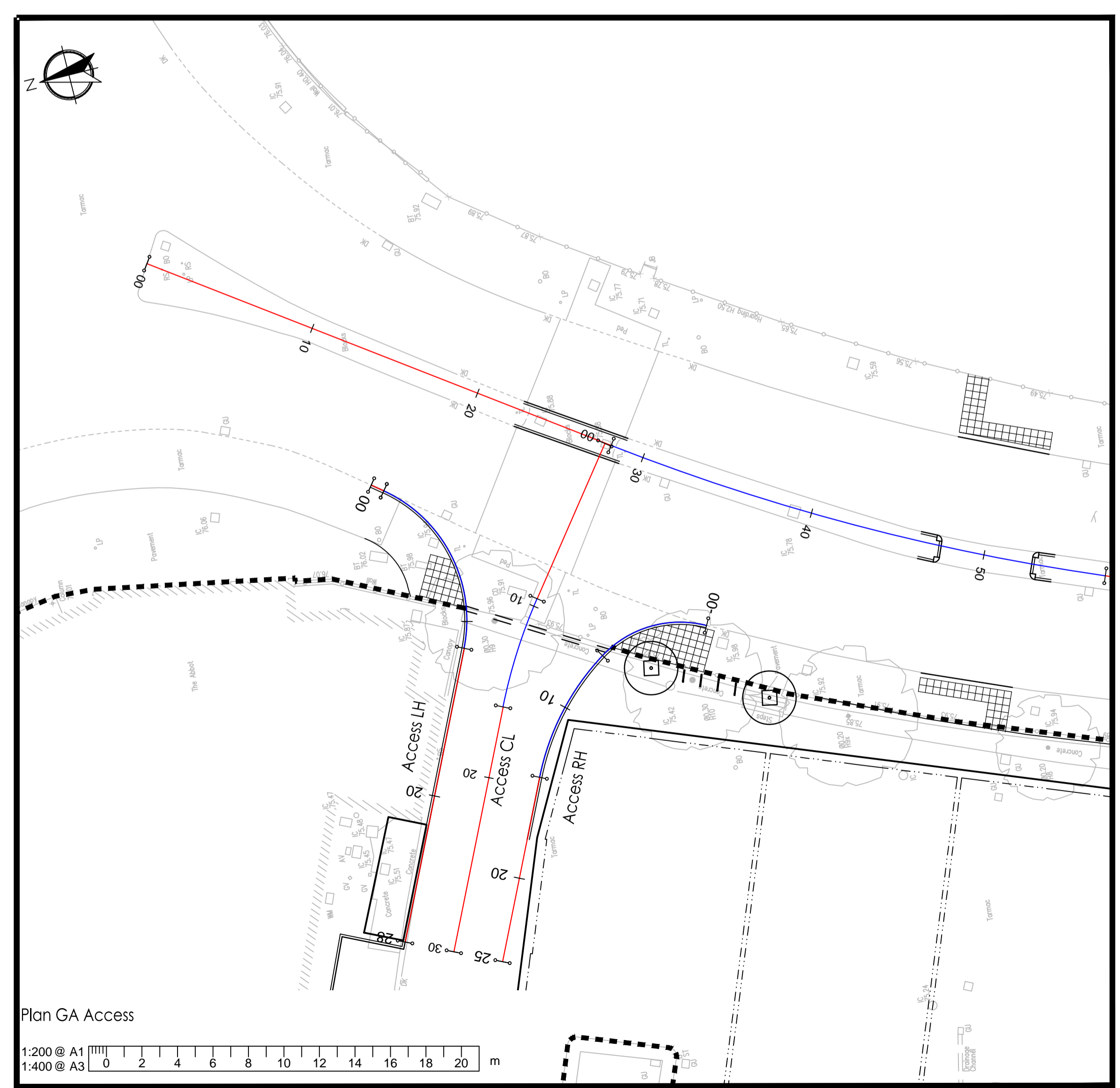
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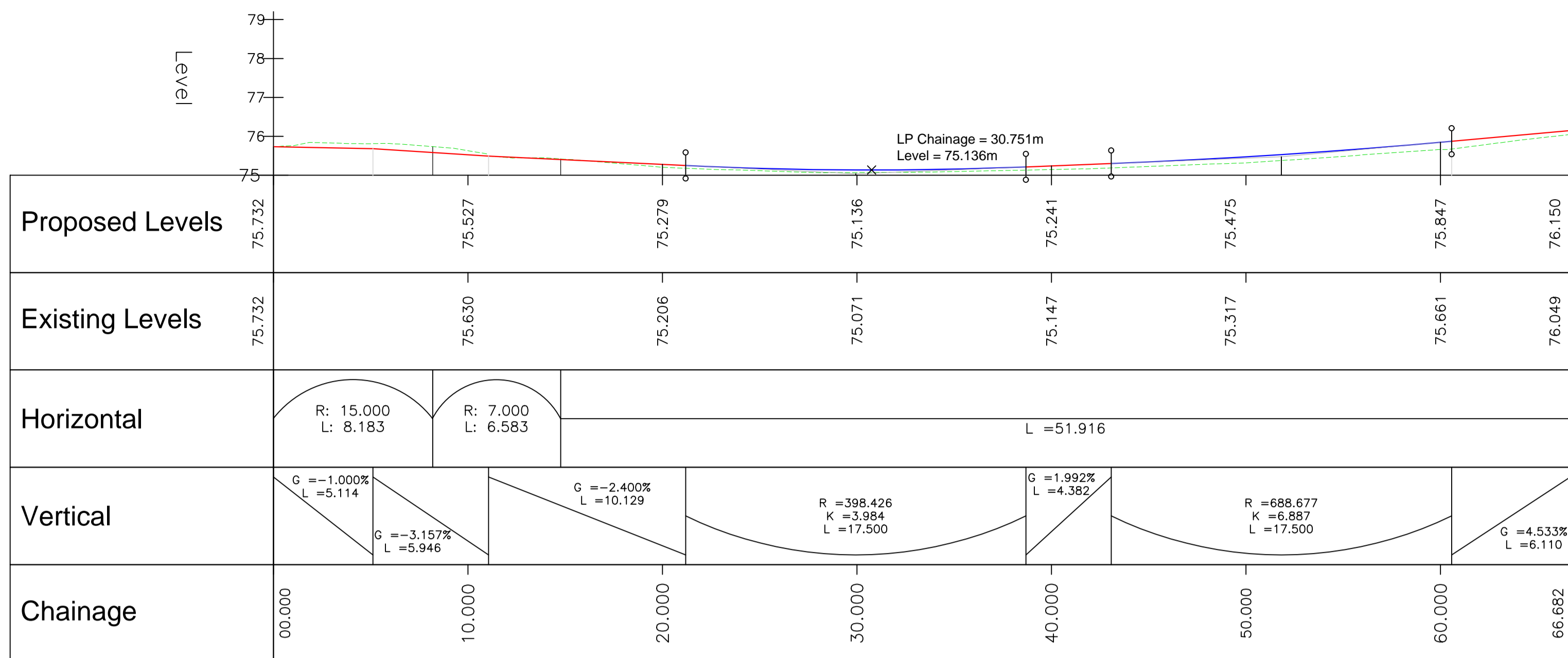
Drawing Title
Vertical Alignment and long sections

Scale	1:200	Drawn By	TW	Checked By	LF	Approved By	MA
Date	04/07/18	Drawing No.	2018-D1247-104	Rev.	-		

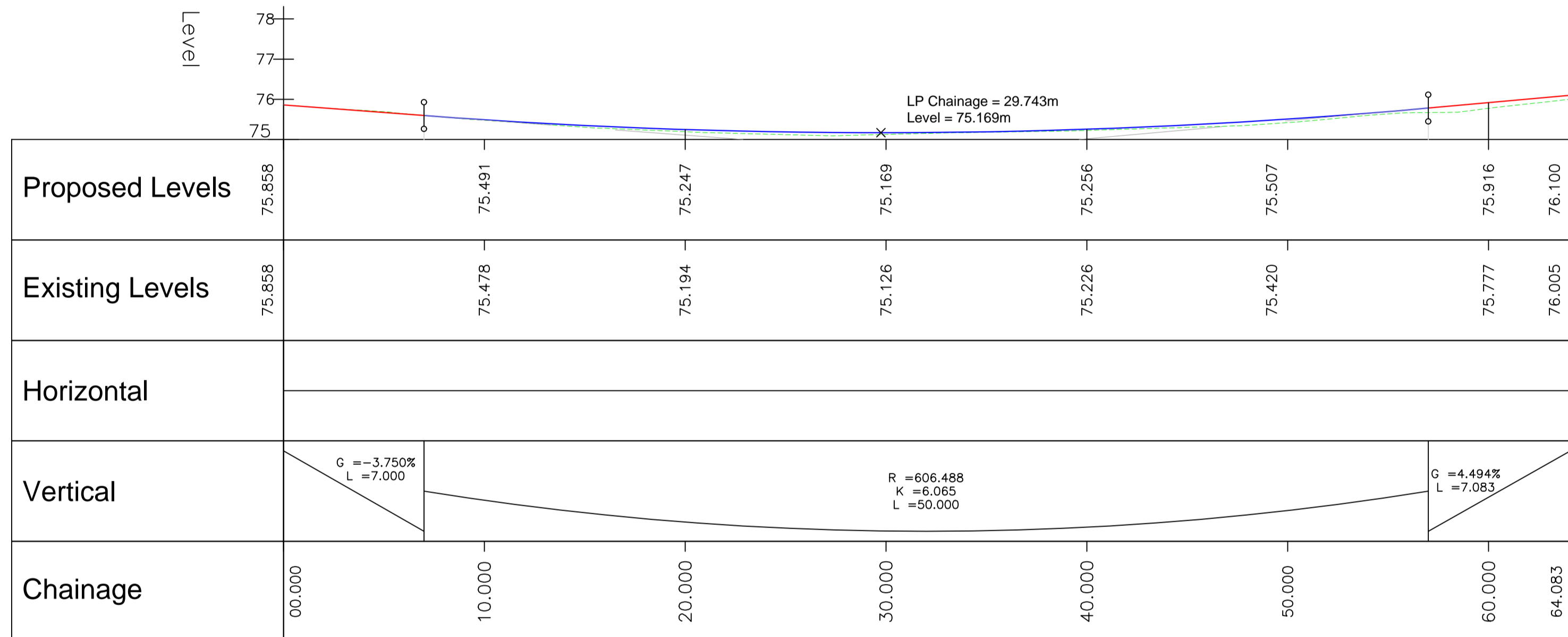


ACCESS LH - LONGSECTION
SCALE: H 1:200,V 1:100. DATUM: 75.000

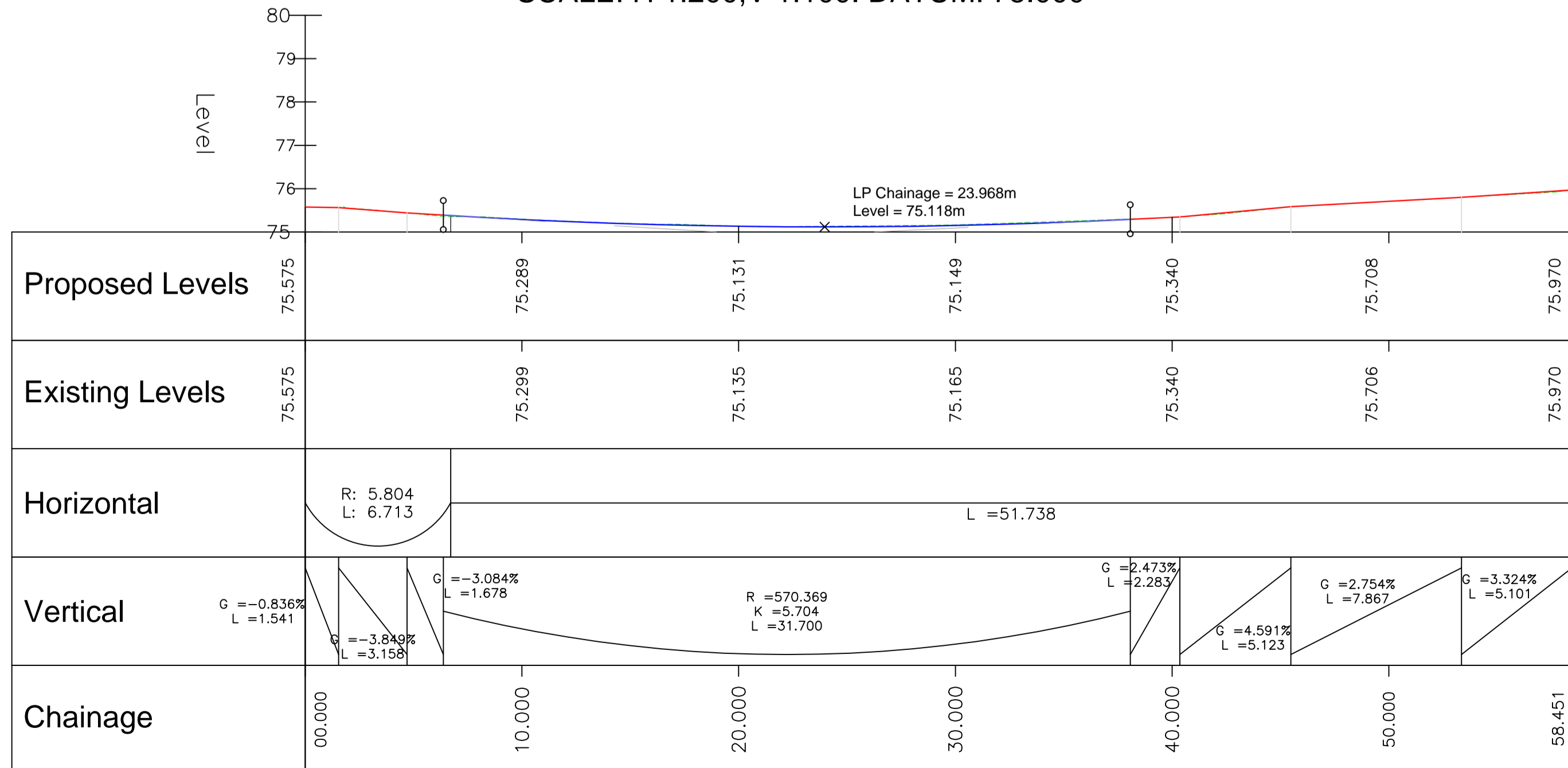




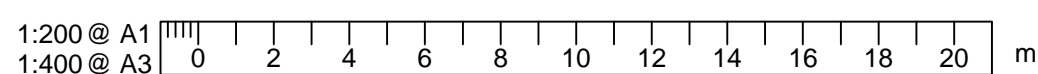
MARKETFIELD RH - LONGSECTION
SCALE: H 1:200, V 1:100. DATUM: 75.000



MARKETFIELD RD - LONGSECTION
SCALE: H 1:200, V 1:100. DATUM: 75.000



MARKETFIELDDD LH - LONGSECTION
SCALE: H 1:200, V 1:100. DATUM: 75.000



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-KEY-

	Alignment Curve
	Alignment Straight
	Existing Ground Profile

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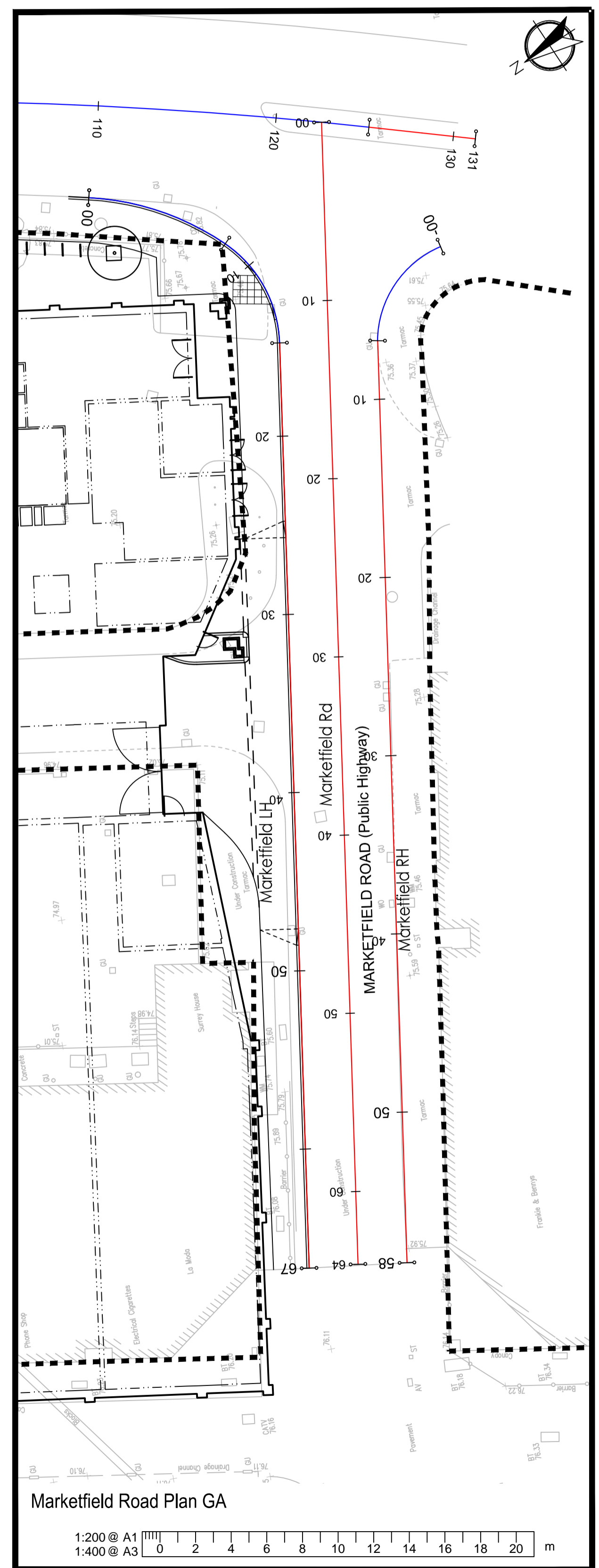
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Drawing Title: Vertical Alignment and long sections

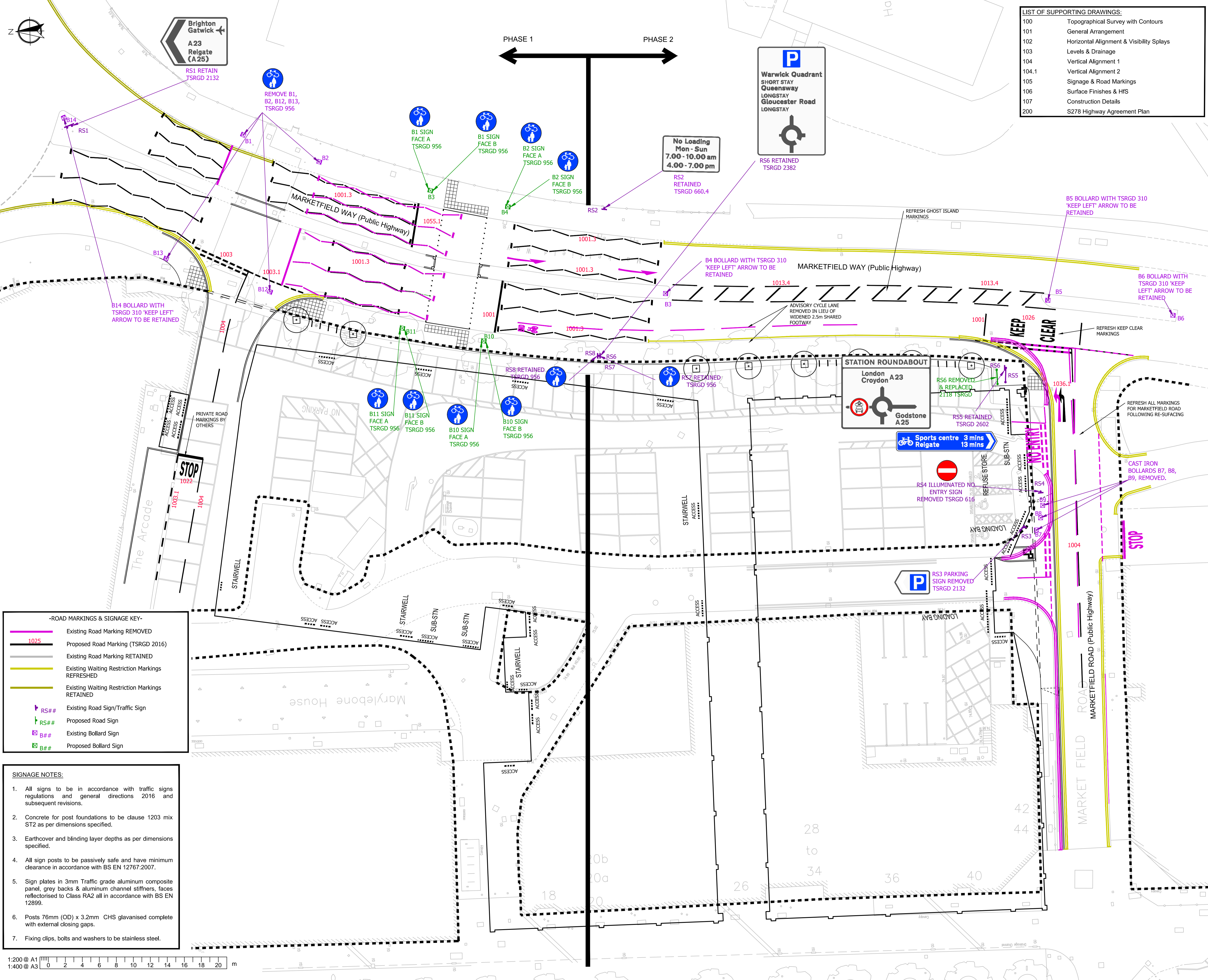
Scale: 1:200	Drawn By: TW	Checked By: LF	Approved By: MA
Date: 04/07/18	Drawing No.: 2018-D1247-104.1		Rev.: -



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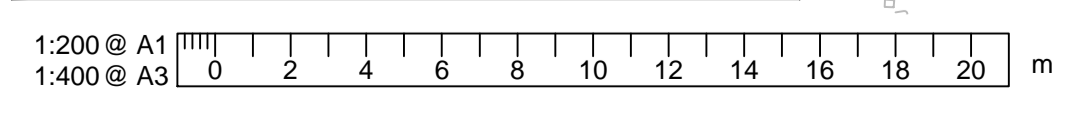
Drawing Title
 Signage and Road Markings.

Scale	1:200	Drawn By	TW	Checked By	LF	Approved By	MA
Date	04/07/18	Drawing No.	2018-D1247-105	Rev.	-		

-ROAD MARKINGS & SIGNAGE KEY-

	Existing Road Marking REMOVED
	Proposed Road Marking (TSRGD 2016)
	Existing Road Marking RETAINED
	Existing Waiting Restriction Markings REFRESHED
	Existing Waiting Restriction Markings RETAINED
	Existing Road Sign/Traffic Sign
	Proposed Road Sign
	Existing Bollard Sign
	Proposed Bollard Sign

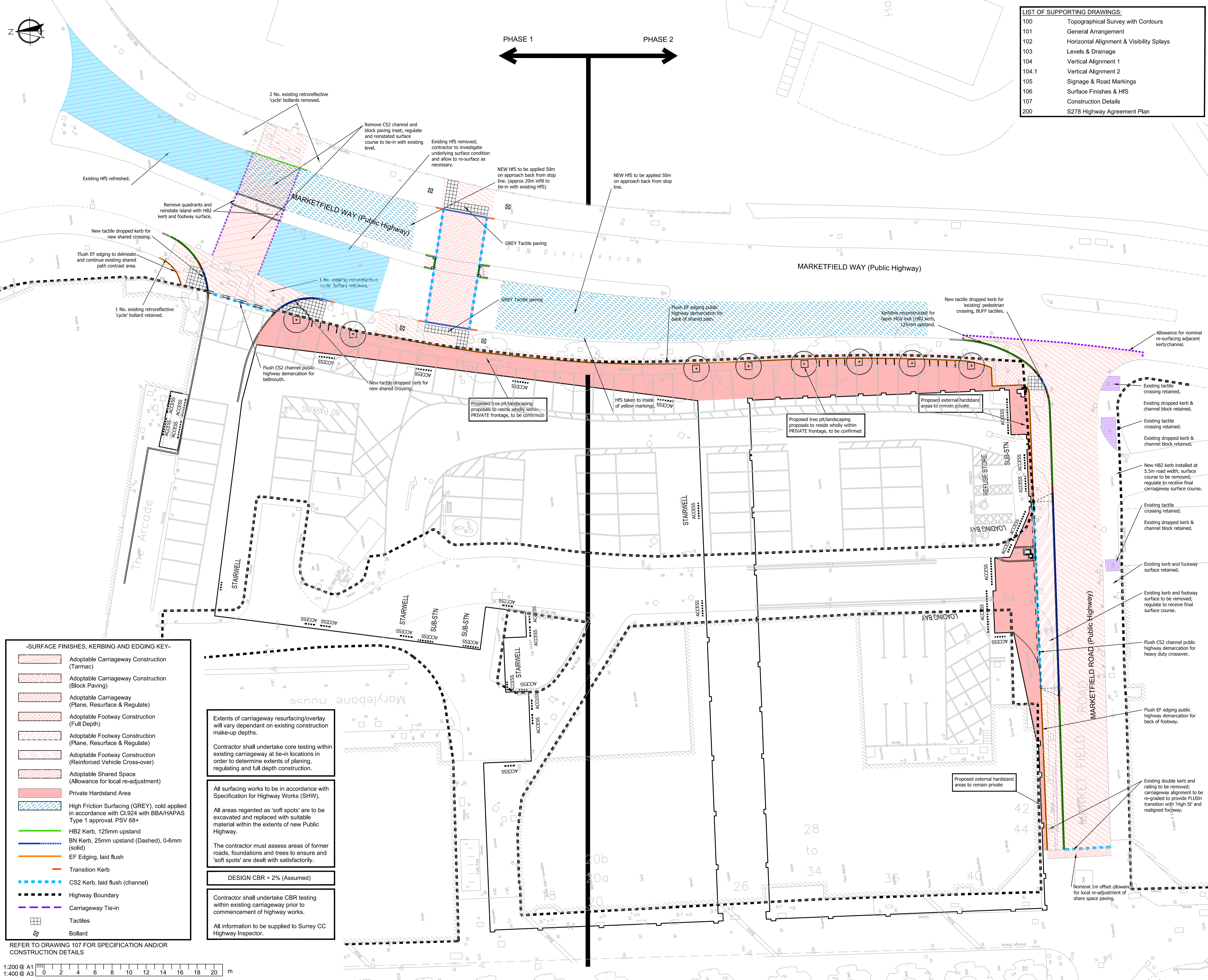
- SIGNAGE NOTES:
- All signs to be in accordance with traffic signs regulations and general directions 2016 and subsequent revisions.
 - Concrete for post foundations to be clause 1203 mix ST2 as per dimensions specified.
 - Earthcover and blinding layer depths as per dimensions specified.
 - All sign posts to be passively safe and have minimum clearance in accordance with BS EN 12767:2007.
 - Sign plates in 3mm Traffic grade aluminum composite panel, grey backs & aluminum channel stiffeners, faces reflectorised to Class RA2 all in accordance with BS EN 12899.
 - Posts 76mm (OD) x 3.2mm CHS galvanised complete with external closing gaps.
 - Fixing clips, bolts and washers to be stainless steel.



- This drawing is to be read in conjunction with all other RGP drawings, and with all relevant Architects and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
- RGP accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
- Do not scale work to figured dimensions only. All dimensions are in millimetres unless noted otherwise and all levels are in metres from the topographic survey datum.
- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain. The main contractor is responsible for checking all information on site prior to work commencing and taking due care whilst undertaking the works.
- All dimensions to be checked on site. All details and dimensions relating to sub-contractors work must be checked and agreed between the sub-contractor or supplier and the general contractor.
- The electronic information from this drawing can not be guaranteed as dimensionally drawn exact. Figured dimensions must be used for setting out and detailing. RGP logos and company information must be removed from copies if information is re-used.
- The main contractor is responsible for the design of all temporary works, and is also responsible for the safe maintenance and stability of existing buildings at all times.
- The main contractor is responsible for dealing with all occurrences of ground water during the construction period.
- The contractor must comply with all current legislation relating to health & safety.
- All products specified shall be installed in strict accordance with the manufacturers recommendations and instructions. If there are discrepancies between that information and the details on any RGP drawings, the manufacturers instructions must be used.
- Contractor to confirm all invert levels where connections are proposed prior to commencing any drainage works. Contractor to commence drainage works at the point of discharge.

LIST OF SUPPORTING DRAWINGS:

100	Topographical Survey with Contours
101	General Arrangement
102	Horizontal Alignment & Visibility Splays
103	Levels & Drainage
104	Vertical Alignment 1
104.1	Vertical Alignment 2
105	Signage & Road Markings
106	Surface Finishes & HFS
107	Construction Details
200	S278 Highway Agreement Plan



RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

- Uncharted buried services. Contractor to use CAT prior to excavating.
- Working in live carriageway. Contractor to implement traffic management to ensure safety of the workforce and public.
- Working in live sewers. Contractor to ensure operatives are familiar with the dangers of working in live sewers.
- Excavations close to existing structures. Contractor to prepare method statement to ensure stability of existing structures.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement

DRAFT ISSUE
SUBJECT TO S278 TECHNICAL APPROVAL & CCTV DRAINAGE INVESTIGATION CONCLUSIONS

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06/07/18	Original Issue	TW	MA
Rev.	Date	Amendments	Drawn
			Appr.

Transport Planning and Infrastructure Design Consultants
2 West Barn, Norton Lane, Chichester, West Sussex PO20 3AF
Tel: 01243 210418 Fax: 01483 861682 www.rgp.co.uk

Client	Coplan Estates Ltd		
Project	Land at Marketfield Way CarPark, Redhill, Surrey, RH1 1RH.		
Drawing Title	Surface Finishes		
Scale	1:200	Drawn By	Checked By
		TW	LF
Approved By		MA	
Date	04/07/18	Drawing No.	2018-D1247-106
Rev.			

-SURFACE FINISHES, KERBING AND EDGING KEY-

	Adoptable Carriageway Construction (Tarmac)
	Adoptable Carriageway Construction (Block Paving)
	Adoptable Carriageway (Plane, Resurface & Regulate)
	Adoptable Footway Construction (Full Depth)
	Adoptable Footway Construction (Plane, Resurface & Regulate)
	Adoptable Footway Construction (Reinforced Vehicle Cross-over)
	Adoptable Shared Space (Allowance for local re-adjustment)
	Private Hardstand Area
	High Friction Surfacing (GREY), cold applied in accordance with Cl.924 with BBA/HAPAS Type 1 approval, PSV 68+
	HB2 Kerb, 125mm upstand
	BN Kerb, 25mm upstand (Dashed), 0-6mm (solid)
	EF Edging, laid flush
	Transition Kerb
	CS2 Kerb, laid flush (channel)
	Highway Boundary
	Carriageway Tie-in
	Tactiles
	Bollard

REFER TO DRAWING 107 FOR SPECIFICATION AND/OR CONSTRUCTION DETAILS

1:200 @ A1
1:400 @ A3

Extents of carriageway resurfacing/overlay will vary dependant on existing construction make-up depths.

Contractor shall undertake core testing within existing carriageway at tie-in locations in order to determine extents of planing, regulating and full depth construction.

All surfacing works to be in accordance with Specification for Highway Works (SHW).

All areas regarded as 'soft spots' are to be excavated and replaced with suitable material within the extents of new Public Highway.

The contractor must assess areas of former roads, foundations and trees to ensure and 'soft spots' are dealt with satisfactorily.

DESIGN CBR = 2% (Assumed)

Contractor shall undertake CBR testing within existing carriageway prior to commencement of highway works.

All information to be supplied to Surrey CC Highway Inspector.

ANNEX H

Stuart Jones

From: Neil Crass <Neil.Crass@dft.gsi.gov.uk>
Sent: 14 February 2018 15:16
To: Stuart Jones
Subject: APPLICATION TO EXTINGUISH THE PUBLIC RIGHTS OF WAY AT MARKETFIELD ROAD, REDHILL

Dear Stuart

I refer to your application to extinguish the rights of way, under section 251, at Marketfield Road, Redhill.

I am the casework officer that has been assigned to the case and I have a couple of queries before I can issue draft Order and notice for the start of the 28 day consultation period.

I would therefore be grateful if you could confirm if the public car park that lies off Marketfield Road should also be stopped up. Even if these area are not maintained at the public expense, they may have attracted highway rights and to be on the safe side would be best to stop them up if they are in the development boundary and to be developed upon. We do not just look at the adopted highways/highways maintained at the public expense but highways which may have or attracted rights of way. If we did not include them and we received objections that the area should be stopped up then we would have to start the process again, however, if we included them and they did not need to be stopped up then we could remove the areas once we come to make the Order. Sometimes it is best to be prudent. If this is the case, I would be grateful if you could provide me with a new true to scale stopping up plan showing all the areas to be stopped up and also to provide me with measurements of these areas.

I would also be grateful if you could let me know if there are any adjacent land owners at either sides of the highways being stopped up. There is normally not the need under s251, however, as there is a CPO involved we may need to contact those land owners as a matter of courtesy to let them know about the extinguishment. If so, I would be grateful if you could provide me with these contact details.

Once the above information has been received I will be in a position to proceed. In the meantime, if you have any queries please do not hesitate to contact me.

Kind regards

Neil Crass
National Transport Casework Team



Neil Crass
Casework Officer, National Transport Casework Team
Ground Flr, Tyneside House
Skinnerburn Road
Newcastle Business Park, Newcastle Upon Tyne, NE4 7AR
020 7944 4162

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ANNEX I



TECHNICAL NOTE

MARKETFIELD WAY, REDHILL

Proposed Servicing Arrangements

Date: July 2018

Ref: COPL/17/3441/TN01

1 INTRODUCTION

- 1.1 This Technical Note has been prepared to confirm the proposed servicing arrangements and likely future service vehicle demand with the proposed redevelopment of land at Marketfield Way, Redhill and is prepared as a pre-cursor to the Delivery & Servicing Management Plan (DSMP).
- 1.2 The proposals permitted through planning application 16/01066/F comprise the redevelopment of the site to provide a new multi-screen cinema and retail, restaurant and café units (flexible consent) at ground and first floor levels, with residential properties above.
- 1.3 Following further discussions with the existing retail / commercial operators and residents affected by the associated Compulsory Purchase Order (CPO) and Stopping Up Order, the service yard layout has been further revised to address objections raised in this regard. This involves the relocation of the LGV delivery bays to the rear of Marylebone House and improved rear pedestrian access with the rearrangement of the bin store.
- 1.4 The plan at **Appendix A**, illustrates the location of the proposed units, including the provision of two separate servicing areas for all uses. These include a single loading bay accessed off Marketfield Road to the south, serving the residential dwellings and retail units 6,7 and 9, and a main servicing area to the north, accessed off Marketfield Way.
- 1.5 The approved service yard arrangement proposed through planning application 16/01066/F included the provision of 6 LGV loading bays and an additional informal loading area for additional vehicles (including HGVS). A copy of the approved loading arrangement is attached at **Appendix B**. However, since this approval the opportunity to incorporate the existing servicing areas for the existing local shops fronting Station Road and High Street provides the opportunity to provide better loading/unloading facilities for these units, whilst also improving pedestrian access with segregated routes.

- 1.6 The modification proposed to the main servicing area is illustrated on drawing **2016/3441/004** attached hereto. The proposed layout also includes the retained provision of 12 car parking spaces for the existing tenants of Marylebone House and the provision of 6 formal servicing bays and additional informal space for servicing and refuse collection. The proposed HGV areas previously proposed would be removed from the scheme, with the use of HGVs heavily restricted by the DSMP.
- 1.7 The modified main servicing area will now serve the rear of the existing retail uses (local shops) surrounding the site, as well as the future proposed retail units 1,2,3,4,5,8,10 and 11. The suitability for this service area to accommodate all future servicing requirements for these units is set out throughout this Technical Note.
- 1.8 This Technical Note has been prepared in support of the proposed minor amendments to the approved servicing arrangement (now that a number of uses are also established), with a view to the discharge/variation of Condition 10 of the planning consent, as appropriate.
- 1.9 A full DSMP is required and shall be implemented by the Developer prior to first occupation of the proposed units, pursuant to the Discharge of Condition 12 of the planning consent. The DSMP would include all necessary measures to monitor and manage delivery activity from the proposed commercial units.

2 SERVICING REQUIREMENTS

- 2.1 As detailed on the Plan at **Appendix A**, the proposed main service area would be required to serve a number of existing local shops fronting Station Road and a number of the proposed retail units.
- 2.2 **Table 1** below presents a detailed summary of the existing and proposed units to be serviced and their likely servicing requirements based on a first principles assessment.

Unit*	Unit Description	Unit Size (sqm)	Delivery Vehicle Type
A	Opticians	187	Van
B	Nail, Hair & Beauty Salon	136	Van
C	Carpet Shop	269	Van/Small Rigid
D	Women's Clothing	291	Van
E	Betting Shop	68	Van
F	Vape/Tobacco Store	67	Car/Van
G	Travel Agent	128	Van
H	Charity Shop	136	Van
I	Bicycle Sales/Repair	140	Small Rigid
J	Betting Shop	137	Van

K	Charity Shop	117	Van
L	Halal Food Store	138	Van
M	Estate Agent	154	Van
N	Vacant	140	Van
O	Fish & Chip Shop	127	Van/Small Rigid
P	Taxi Rank/Newsagent	284	Van
Q	Public House (Vacant)	259	Large Rigid
TOTAL		2,778	-

Table 1 Existing Local Shops to be Serviced (Station Road/High Street)
**(Refer to Plan at Appendix A for locations of numbers)*

2.3 **Table 2** below also summarises details of the proposed units to be serviced by the main service yard.

Unit*	Unit Description	Unit Size (sqm)	Delivery Vehicle Type
1	Convenience Store	349.1	Large Rigid
2		312.6	
3	Retail/Restaurant	349.1	Van/Small Rigid
4	Retail/Restaurant	232.2	Van/Small Rigid
5	Retail/Restaurant	933.7	Van/Small Rigid
8	Retail/Restaurant	232.4	Van/Small Rigid
10	Retail/Restaurant	139.4	Van/Small Rigid
11	Retail/Restaurant	200.5	Van/Small Rigid
Cinema	Multi-screen Cinema	2749	Large Rigid

Table 2 Proposed Commercial units to be Serviced by main Service Yard

2.4 It has been established through agreement with the Developer (as owner of the freehold of the proposed retail units) and the future operator of the proposed cinema use that no articulated vehicles would be used to service the proposed units and there is no current requirement for the existing units off Station Road to be serviced by such a vehicle.

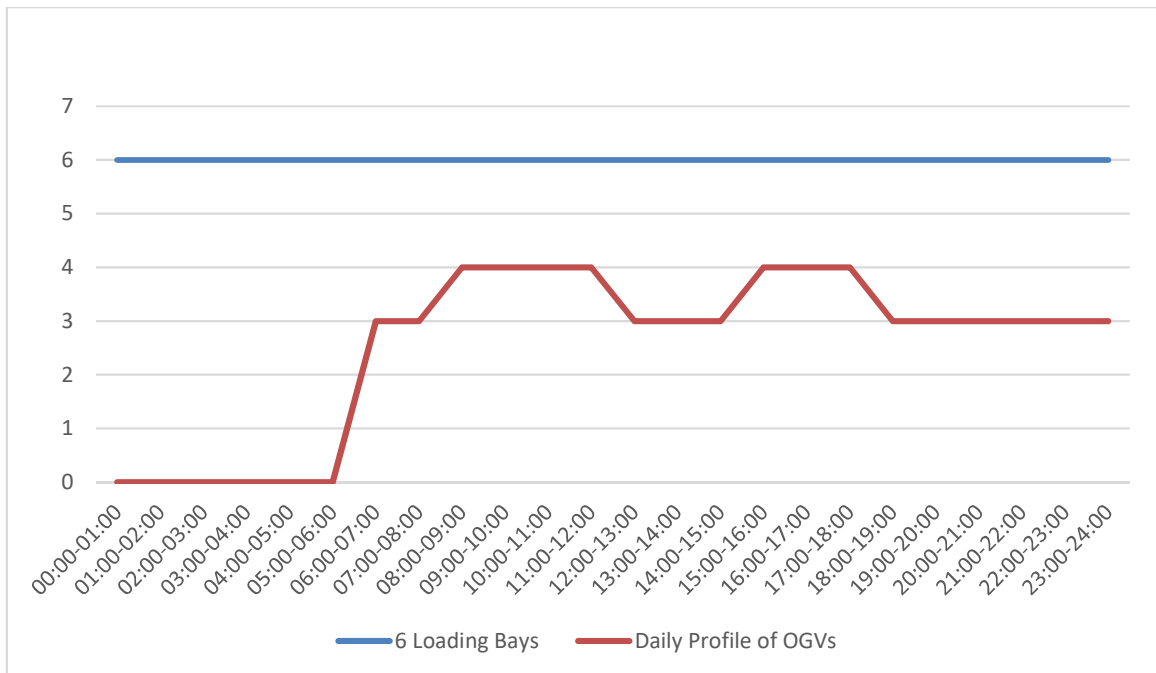
2.5 To establish the servicing requirements for all retail units the TRICS database has been interrogated. The use of the TRICS database provides trip rates for Ordinary Goods Vehicle (OGV) movements for a variety of retail units, which allows flexibility in establishing an average trip rate should the existing and proposed uses change over time.

- 2.6 The existing retail units off Station Road and High Street, summarised in **Table 1**, have been established as 'Local Shops' with the TRICS database including a variety of small local retail units within town centre locations. The results of the TRICS assessment is attached at **Appendix C**. The total floor area of the existing retail units is 2,778m².
- 2.7 The proposed commercial units (Table 2) have been assessed using the TRICS database for, including Units 1 and 2 as an 'Convenience Store' use (as currently assumed) and the Cinema use at first floor level. For the remaining units, the use of these is proposed to be flexible and may therefore vary from non-food retail to restaurant use. The TRICS database has therefore been interrogated based on these two uses for the proposed units to establish a range of vehicle movements that may be generated.
- 2.8 TRICS outputs for all proposed uses are attached at **Appendix D**. A full summary of the levels of servicing required for each use are also detailed on spreadsheet at **Appendix E**.
- 2.9 **Table 3** summarises the calculated daily OGV movements from the TRICS assessments.

Unit*	Arrivals (Daily)	Departures (Daily)	Two-Way Traffic
Existing Local Shops	30	27	57
Proposed Convenience Store	3	3	6
Proposed Cinema	1	1	2
Proposed Retail Units (All Non-Food); or	2	2	4
Proposed Retail Units (All Restaurant)	3	3	6
Total OGV Movements	36-37	33-34	69-71

Table 3 Summary of Daily OGV Movements

- 2.10 The results of the TRICS assessment indicate that the service yard would experience between 69 and 71 daily two-way vehicle movements from HGVs. The majority of these vehicle movements would occur outside of the traditional highway peak hours (to also be managed through a future DSMP), 4 and 2 two-way vehicle movements calculated during the AM and PM peak hours respectively, associated with the existing Local Shops. The peak hours of activity at the service yard by OGVs would generally be between 06:00 and 08:00 hours.
- 2.11 The detailed spreadsheet as **Appendix E** also establishes the likely daily profile of service vehicle movements entering at exiting the main service yard. As confirmed in Paragraph 1.4 of this Note, the proposed service yard would provide 6 formal spaces for OGVs to utilise. It is established by the spreadsheet that the variation in the use of the retail units will not vary the profile of arrivals and departures.



2.12 As confirmed above, the daily accumulation of HGVs across a typical weekday is likely to be low, with a maximum of 4 OGVs anticipated on site at any one time. This is principally due to the time required for loading and unloading, with the smaller units requiring space on site for only a short period. The proposed service yard arrangement therefore provides sufficient capacity to accommodate the number of vehicle proposed, with some flexibility for fluctuations and changes to unit types.

3 SERVICE YARD DESIGN

3.1 Drawing **2016/3441/001** attached hereto illustrates the proposed access arrangements for the main service yard area, retained in a similar arrangement to that previously agreed, including an advisory stop-line to provide suitable inter-visibility between all traffic entering and exiting the site.

3.2 Drawing **2016/3441/004** attached hereto illustrates the proposed layout of the main servicing area, to be served via a new vehicle access of Marketfield Way.

3.3 The proposed layout identifies the locations of the 6 formal loading bays and the 12 car parking bays to be retained for the use of Marylebone House.

3.4 The proposals include the retention of pedestrian access routes to the adjacent buildings (general pedestrian movements through the service area will be discouraged by the DSMP).

3.5 The proposed servicing arrangement has been designed to ensure that all vehicles can access and egress the site in a forward gear:

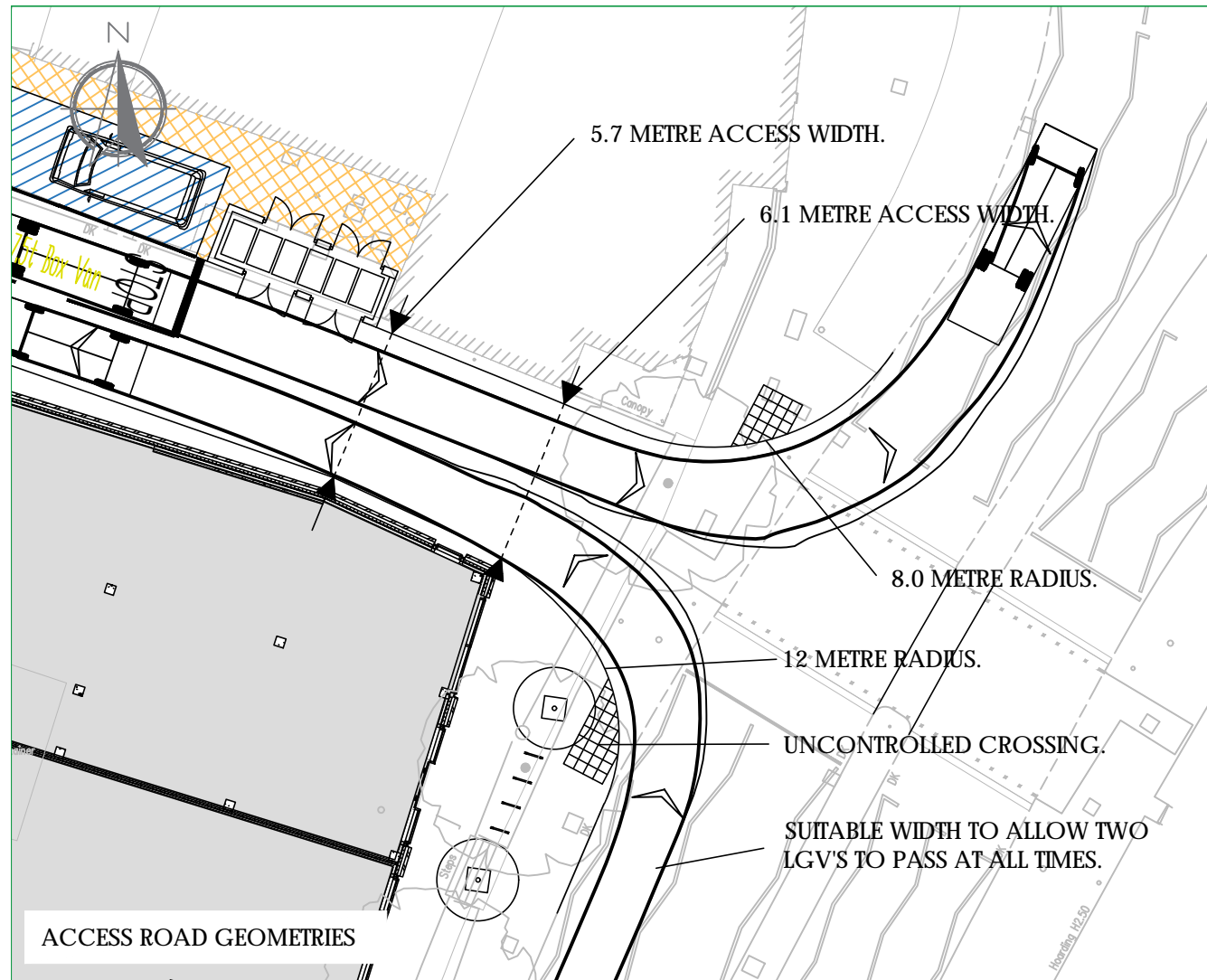
- i) Drawing **2016/3441/005** illustrates a light van (established as the most common vehicle to use the service yard) accessing all available loading bays;
- ii) Drawing **2016/3441/006** illustrates a car accessing and egressing all car parking bays;
- iii) Drawing **2016/3441/007** illustrates a refuse vehicle servicing the site and turning;
- iv) Whilst there is no requirement for an articulated vehicle access the site and its use would be heavily discouraged, drawing **2016/3441/008** illustrates that an articulated vehicle, should it accidentally enter the site, can turn and leave in a forward gear;
- v) Drawing **2016/3441/011** also illustrates the opportunity for a 10m rigid vehicle accessing the service yard (by special permission only) and exiting using the priority arrangement in place.

4 SUMMARY

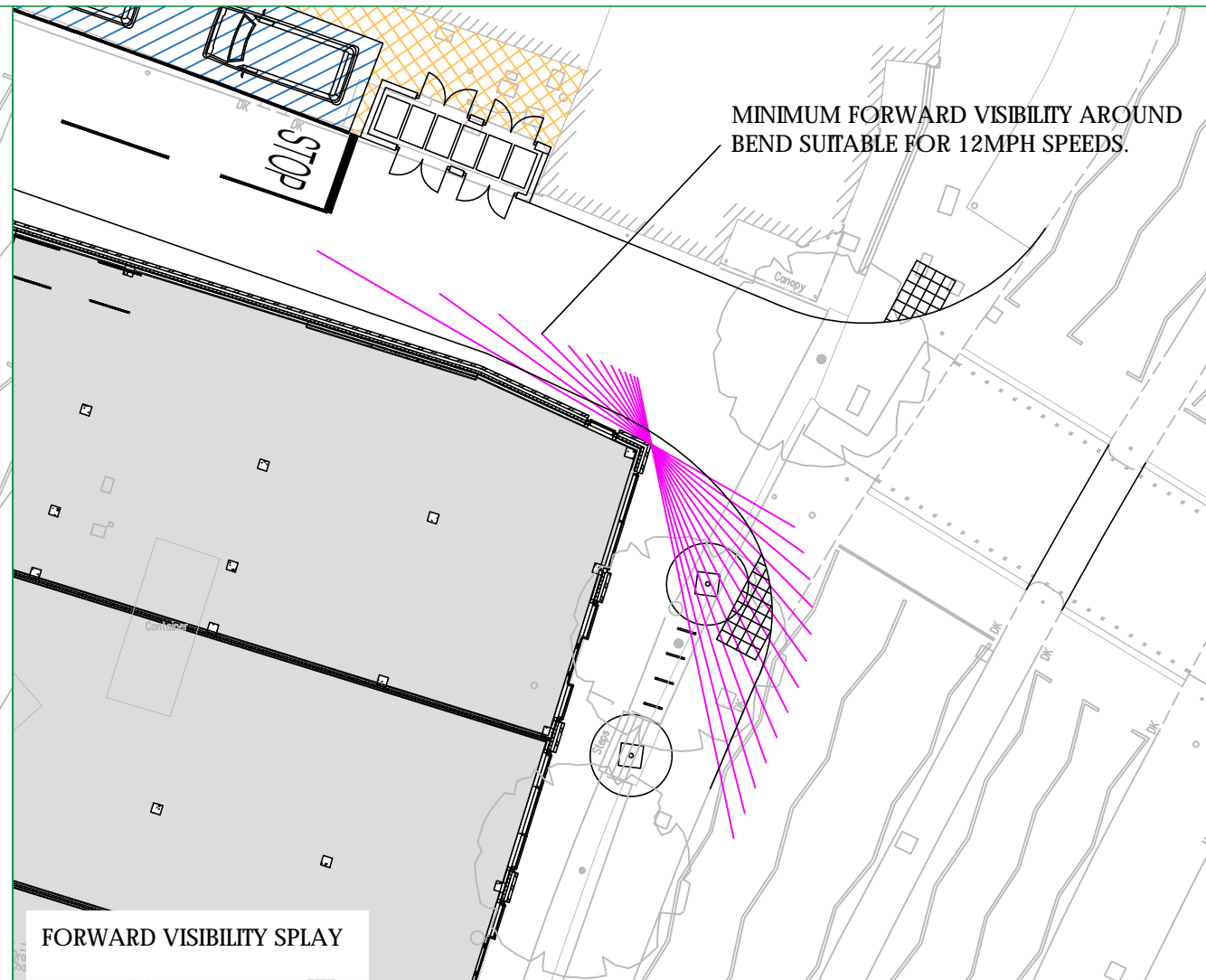
- 4.1 This Technical Note has been prepared in relation to the proposed servicing arrangements to serve existing and proposed uses at Marketfield Way, Redhill.
- 4.2 The anticipated servicing requirements for the existing local shops and the future retail uses (flexible land use class) have been estimated based on an examination of the TRICS database, which provides a wealth of data for various retail uses town centre locations.
- 4.3 The results of the assessment confirm that proposed servicing arrangements would allow for safe operation of all parking and servicing requirements, with sufficient capacity to accommodate the servicing requirements of all uses it is required to serve.
- 4.4 SCC, as Highway Authority, are therefore respectfully requested to confirm that the proposed servicing arrangements are acceptable for the highway Safety perspective.



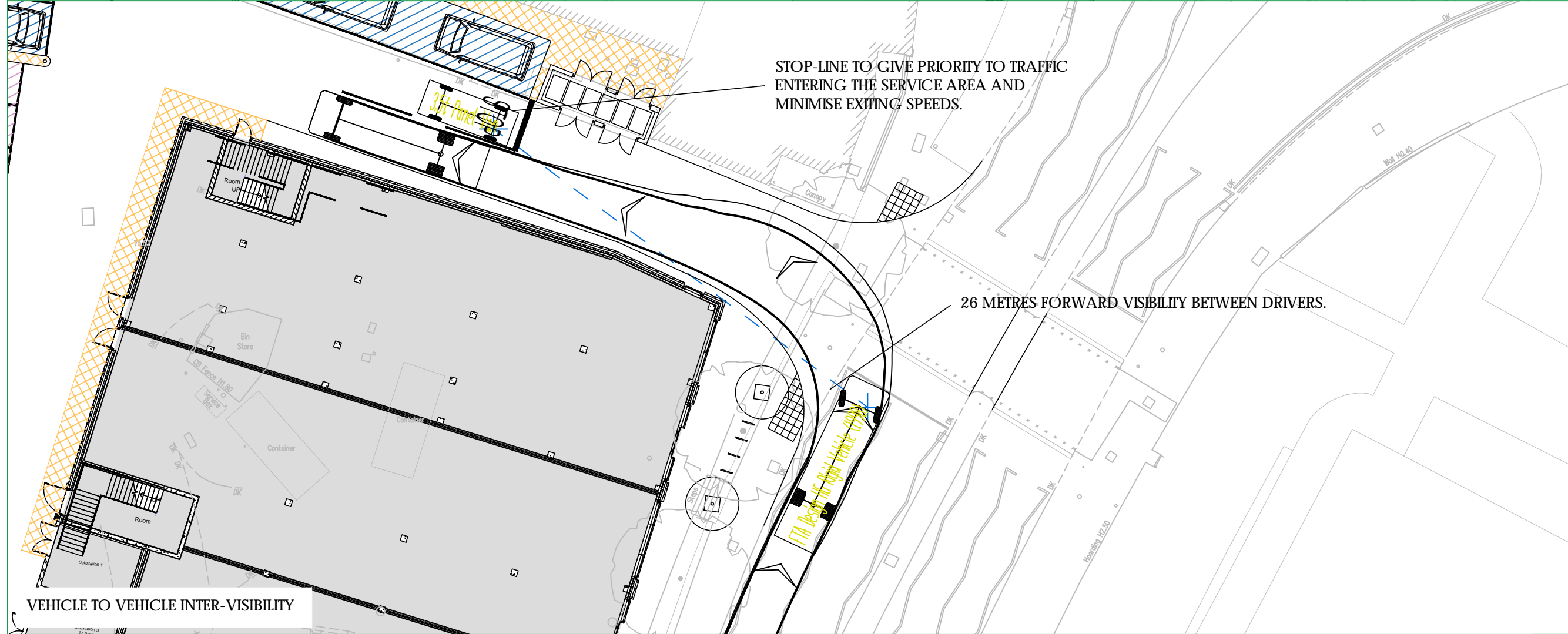
DRAWINGS



ACCESS ROAD GEOMETRIES



FORWARD VISIBILITY SPLAY



VEHICLE TO VEHICLE INTER-VISIBILITY

	3.5t Panel Van	5.339m
	Overall Length	1.986m
	Overall Width	2.565m
	Overall Body Height	0.338m
	Min Body Ground Clearance	1.986m
	Track Width	4.005
	Lock to lock time	6.400m
	Kerb to Kerb Turning Radius	

	7.5t Box Van	8.010m
	Overall Length	2.100m
	Overall Width	3.556m
	Overall Body Height	0.351m
	Min Body Ground Clearance	2.064m
	Track Width	4.005
	Lock to lock time	7.400m
	Kerb to Kerb Turning Radius	

	FTA Design HG Rigid Vehicle (1998)	10.000m
	Overall Length	2.500m
	Overall Width	3.245m
	Overall Body Height	0.440m
	Min Body Ground Clearance	2.470m
	Track Width	3.005
	Lock to lock time	11.000m
	Kerb to Kerb Turning Radius	

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Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

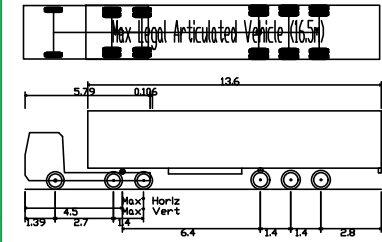
Client
 Coplan Estates

Project
 Marketfield Way, Redhill

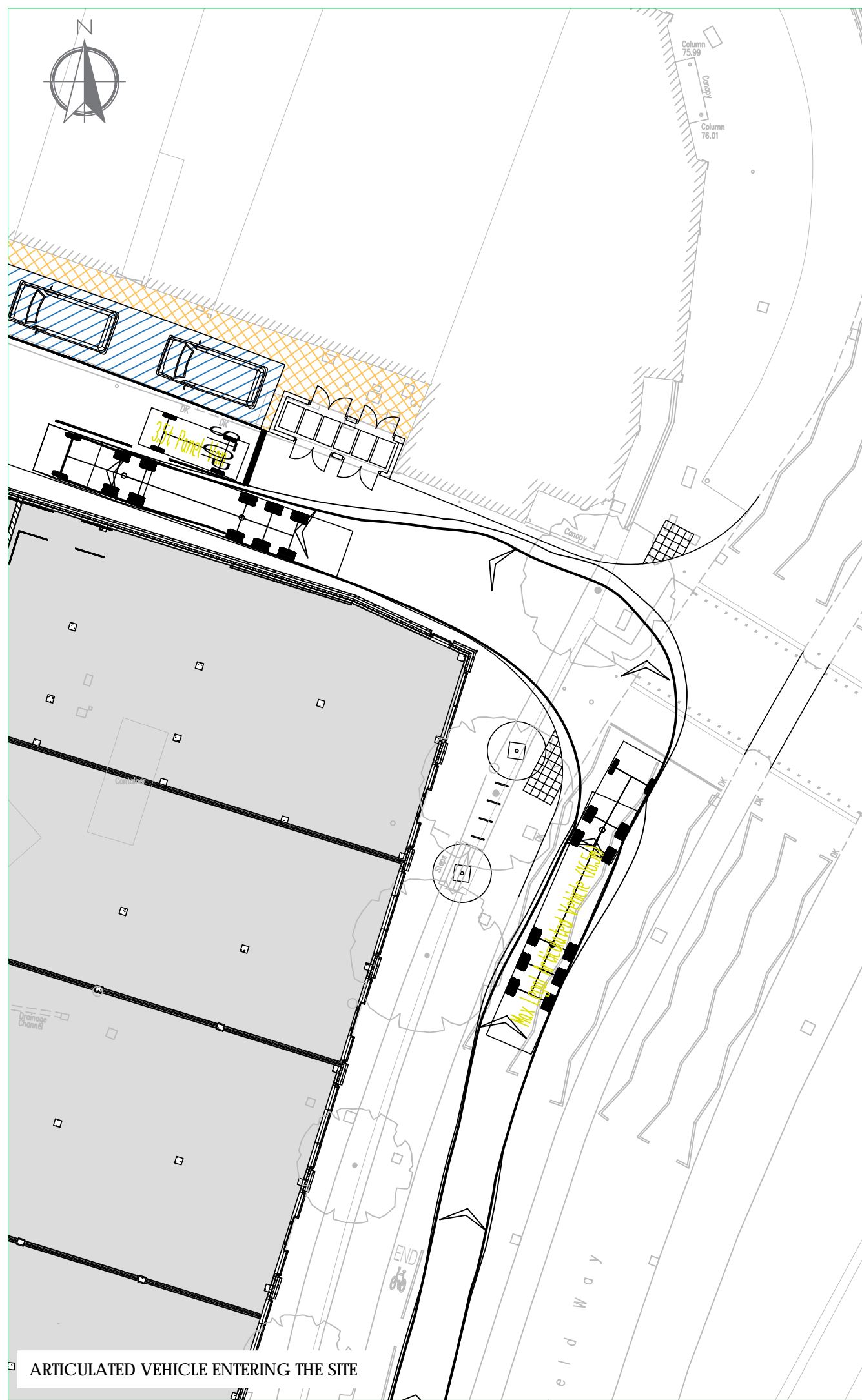
Drawing Title
 Proposed Access & Visibility Splays

Scale	1:250	Drawn By	SAJ	Checked By	NDR	Approved By	NDR
Date	July 2018	Drawing No.	2016/3441/001		Rev.	C	

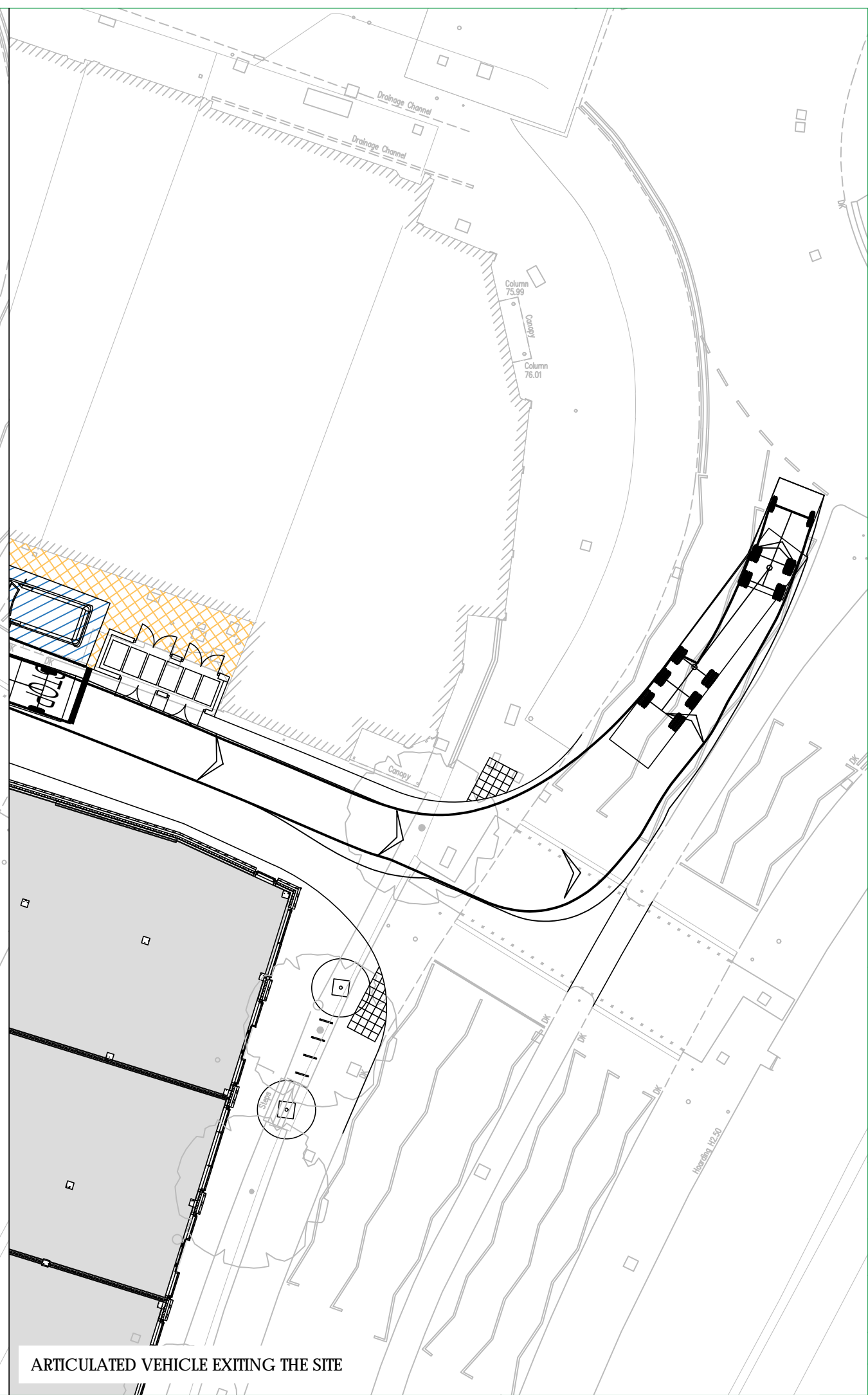
NOTES



Max Legal Articulated Vehicle (16.5m)	16.500m
Overall Length	2.500m
Overall Width	3.632m
Overall Body Height	0.396m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.870m
Kerb to Kerb Turning Radius	



ARTICULATED VEHICLE ENTERING THE SITE



ARTICULATED VEHICLE EXITING THE SITE

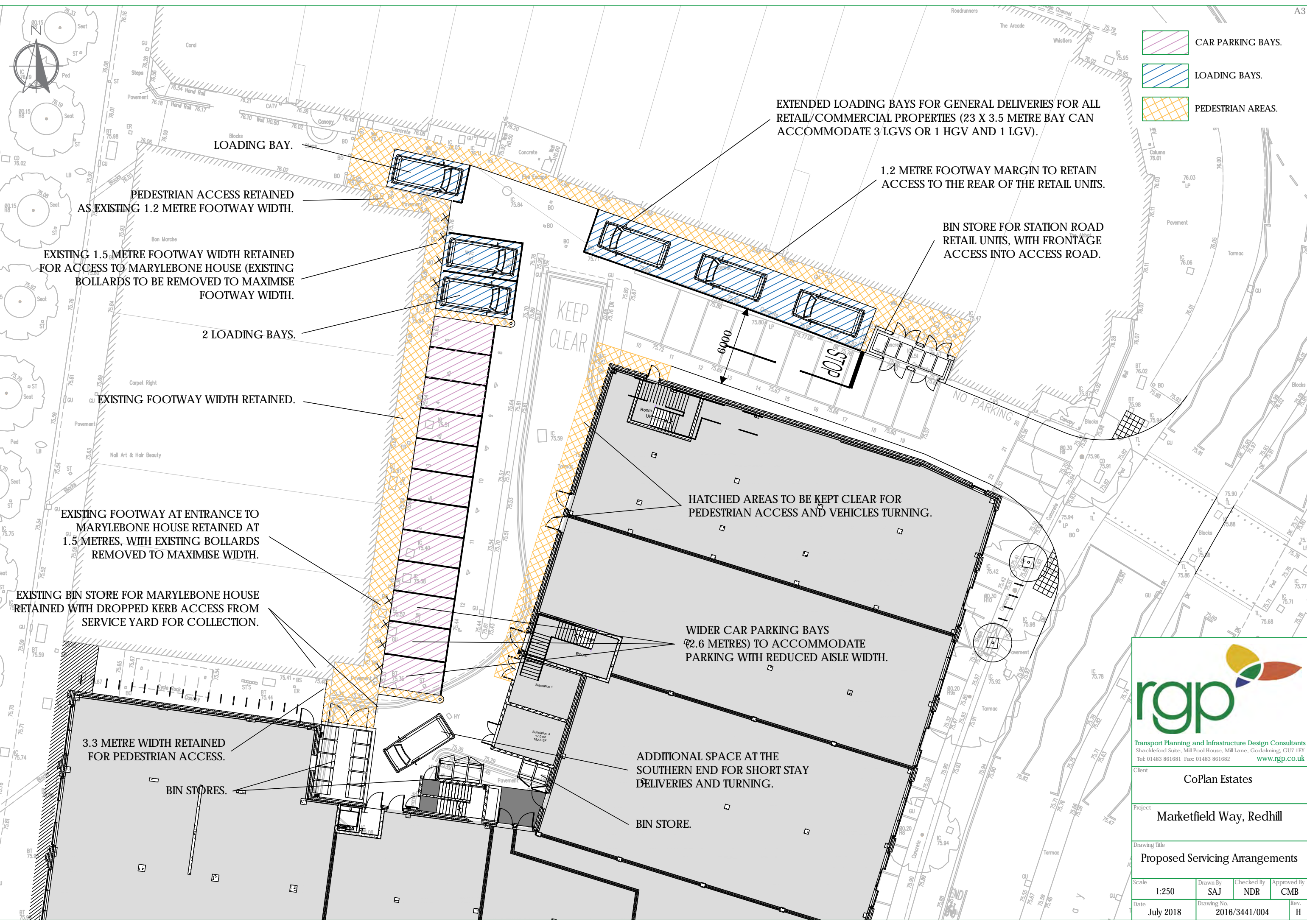
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Client
Coplan Estates

Project
Marketfield Road, Redhill

Drawing Title
**Proposed Access Arrangement
 Swept Path Assessment**

Scale	1:250	Drawn By	CEW	Checked By	NDR	Approved By	NDR
Date	July 2018	Drawing No.	2016/3441/002		Rev.	B	



-  CAR PARKING BAYS.
-  LOADING BAYS.
-  PEDESTRIAN AREAS.

EXTENDED LOADING BAYS FOR GENERAL DELIVERIES FOR ALL RETAIL/COMMERCIAL PROPERTIES (23 X 3.5 METRE BAY CAN ACCOMMODATE 3 LGVS OR 1 HGV AND 1 LGV).

1.2 METRE FOOTWAY MARGIN TO RETAIN ACCESS TO THE REAR OF THE RETAIL UNITS.

BIN STORE FOR STATION ROAD RETAIL UNITS, WITH FRONTAGE ACCESS INTO ACCESS ROAD.

LOADING BAY.

PEDESTRIAN ACCESS RETAINED AS EXISTING 1.2 METRE FOOTWAY WIDTH.

EXISTING 1.5 METRE FOOTWAY WIDTH RETAINED FOR ACCESS TO MARYLEBONE HOUSE (EXISTING BOLLARDS TO BE REMOVED TO MAXIMISE FOOTWAY WIDTH).

2 LOADING BAYS.

EXISTING FOOTWAY WIDTH RETAINED.

EXISTING FOOTWAY AT ENTRANCE TO MARYLEBONE HOUSE RETAINED AT 1.5 METRES, WITH EXISTING BOLLARDS REMOVED TO MAXIMISE WIDTH.

EXISTING BIN STORE FOR MARYLEBONE HOUSE RETAINED WITH DROPPED KERB ACCESS FROM SERVICE YARD FOR COLLECTION.

3.3 METRE WIDTH RETAINED FOR PEDESTRIAN ACCESS.

BIN STORES.

HATCHED AREAS TO BE KEPT CLEAR FOR PEDESTRIAN ACCESS AND VEHICLES TURNING.

WIDER CAR PARKING BAYS (2.6 METRES) TO ACCOMMODATE PARKING WITH REDUCED AISLE WIDTH.

ADDITIONAL SPACE AT THE SOUTHERN END FOR SHORT STAY DELIVERIES AND TURNING.

BIN STORE.



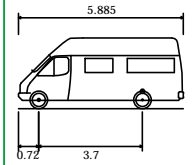
rgp
 Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client: CoPlan Estates

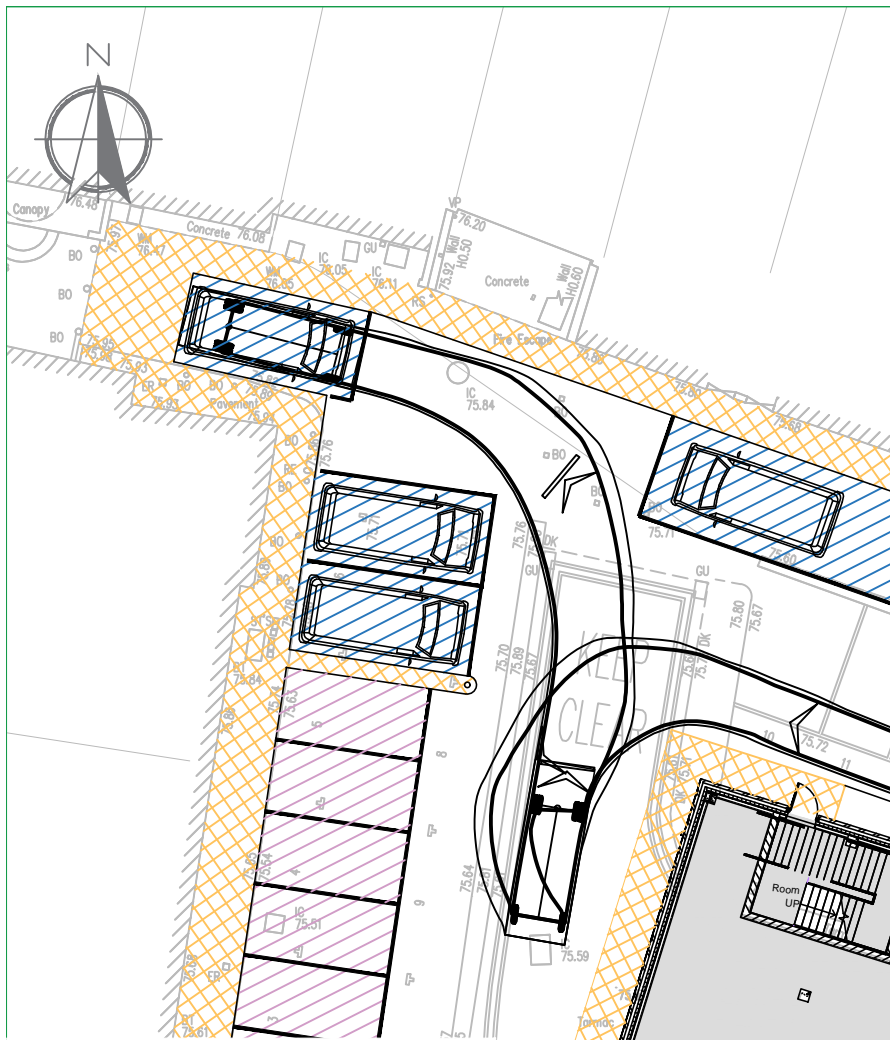
Project: Marketfield Way, Redhill

Drawing Title: Proposed Servicing Arrangements

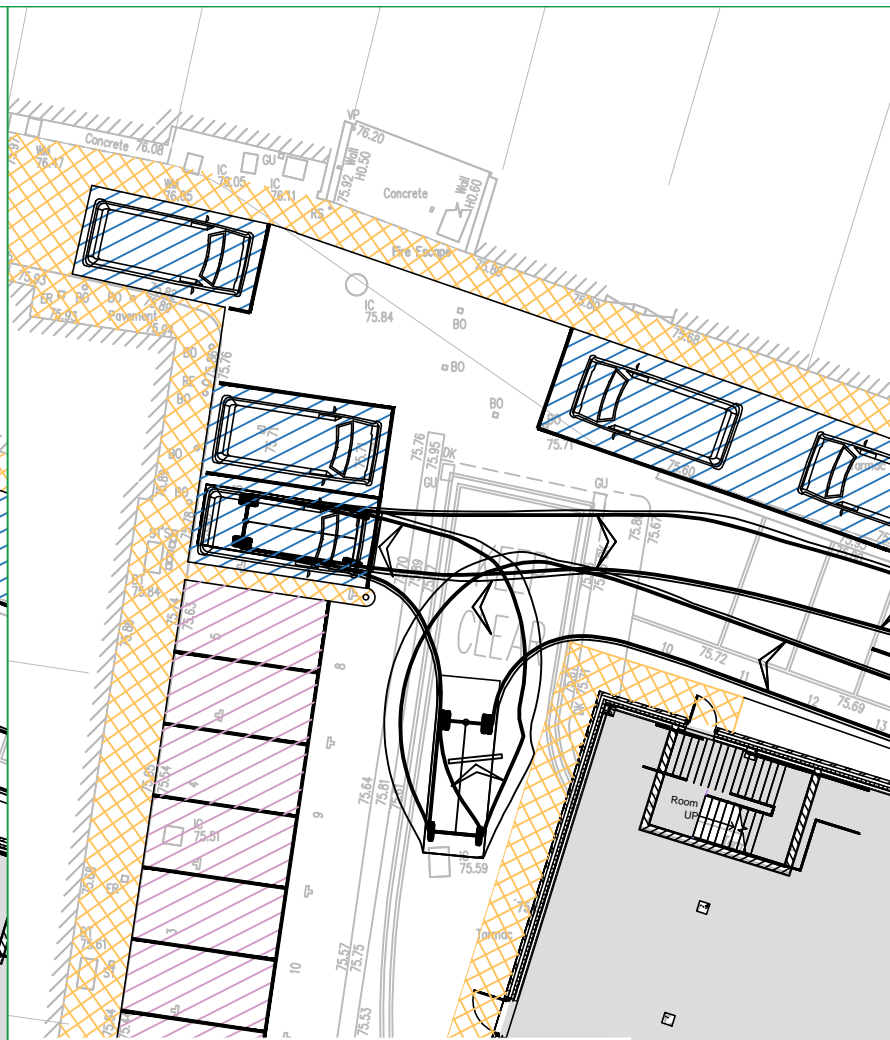
Scale: 1:250	Drawn By: SAJ	Checked By: NDR	Approved By: CMB
Date: July 2018	Drawing No.: 2016/3441/004	Rev.:	H



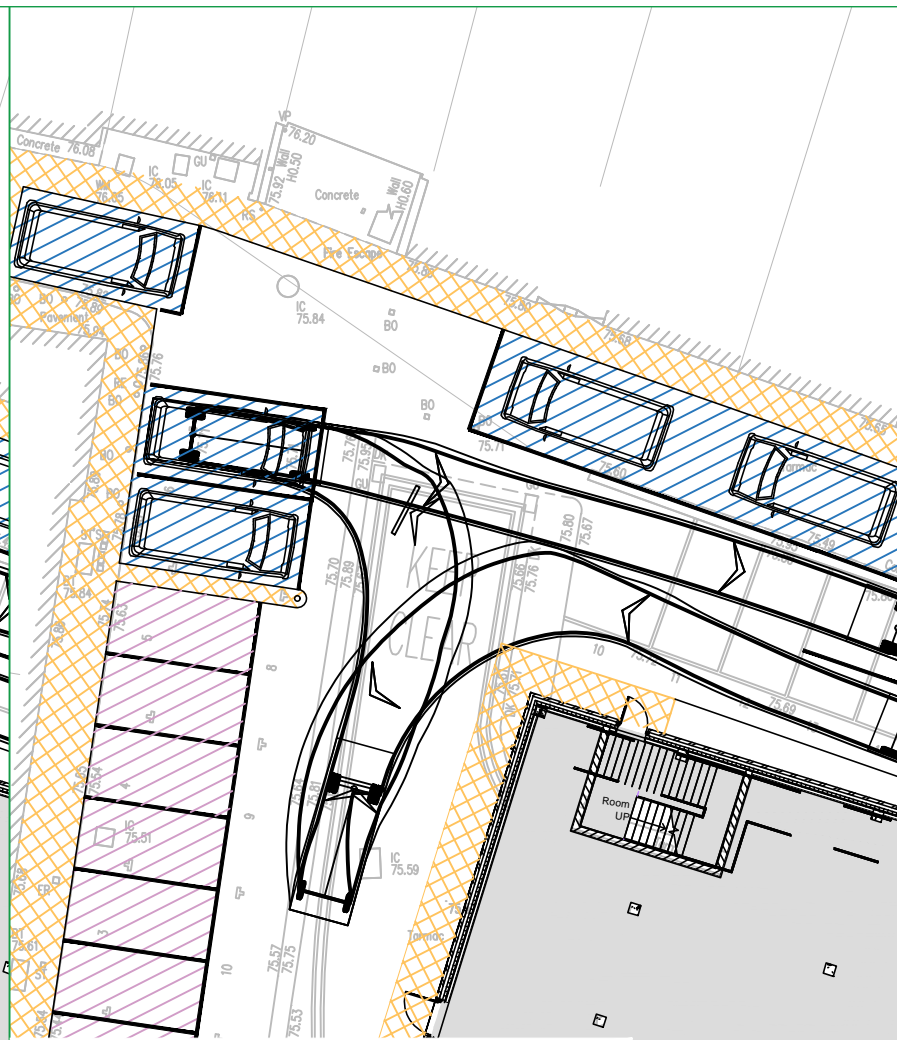
4.6t Light Van
 Overall Length 5.885m
 Overall Width 2.000m
 Overall Body Height 2.526m
 Min Body Ground Clearance 0.299m
 Track Width 1.765m
 Lock to lock time 4.00s
 Kerb to kerb turning radius 6.000m



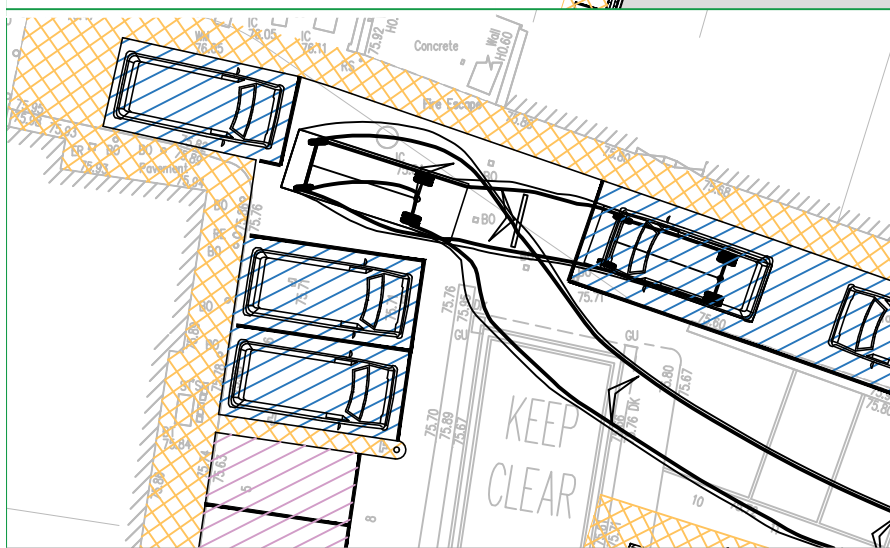
DELIVERY VEHICLE ENTERING LOADING BAY 1



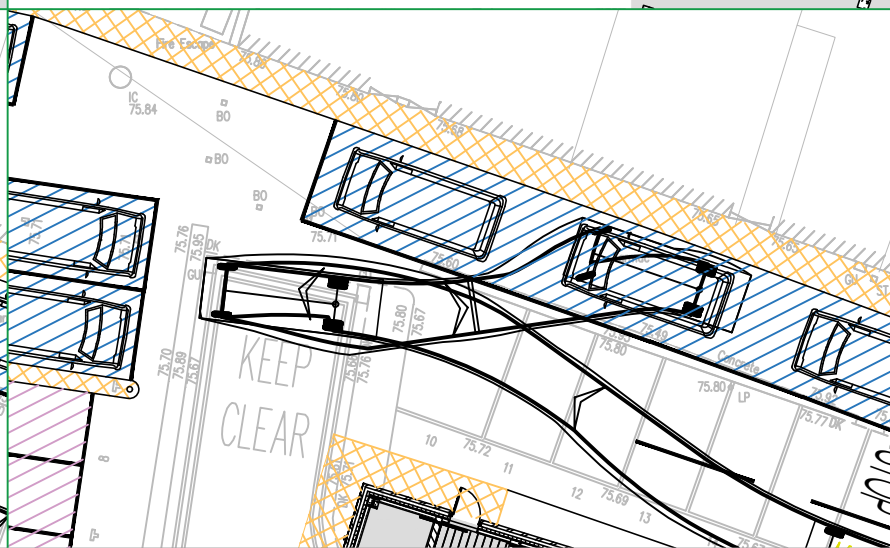
DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 2



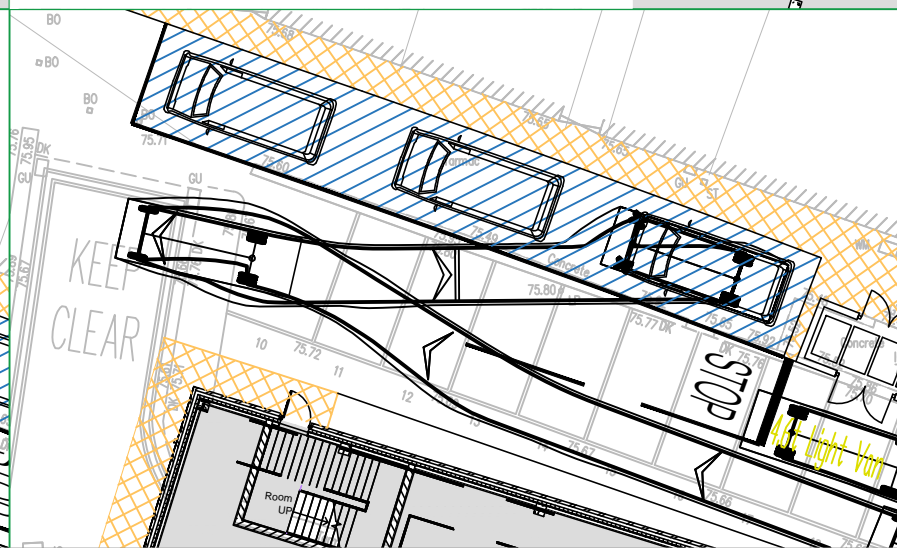
DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 3



DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 4



DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 5



DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 6



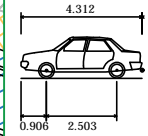
Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
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Client
 Coplan Estates

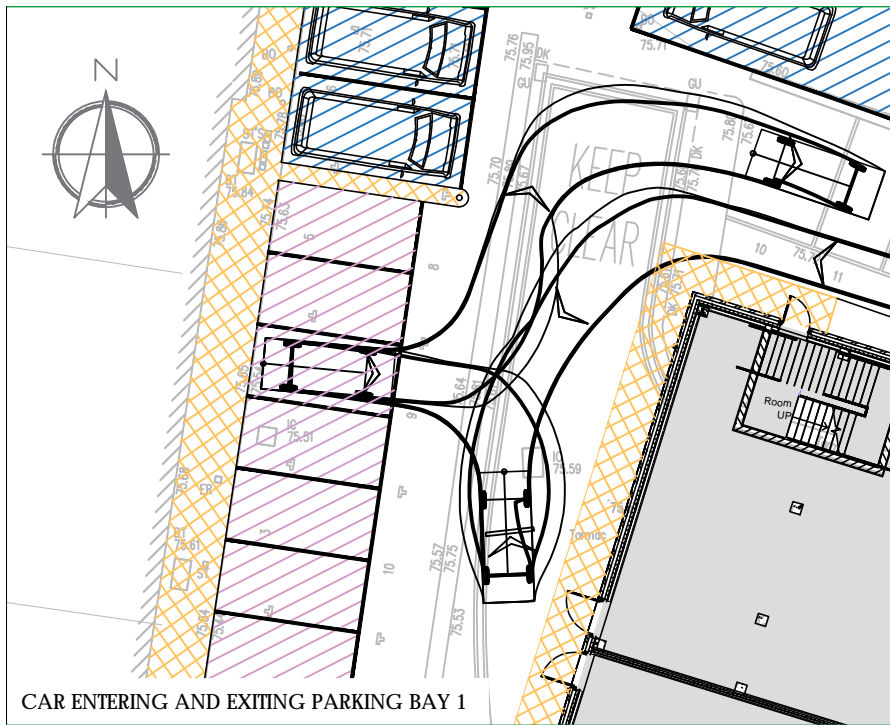
Project
 Marketfield Road, Redhill

Drawing Title
 Delivery Vehicle Swept Path Assessment

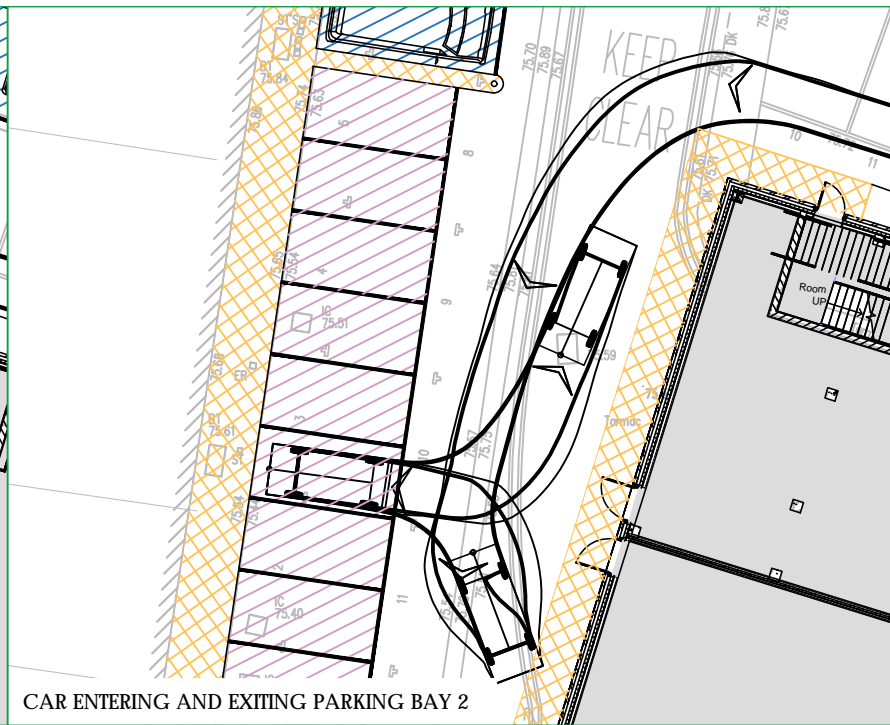
Scale 1:250	Drawn By SAJ	Checked By NDR	Approved By CMB
Date July 2018	Drawing No. 2016/3441/005	Rev. H	



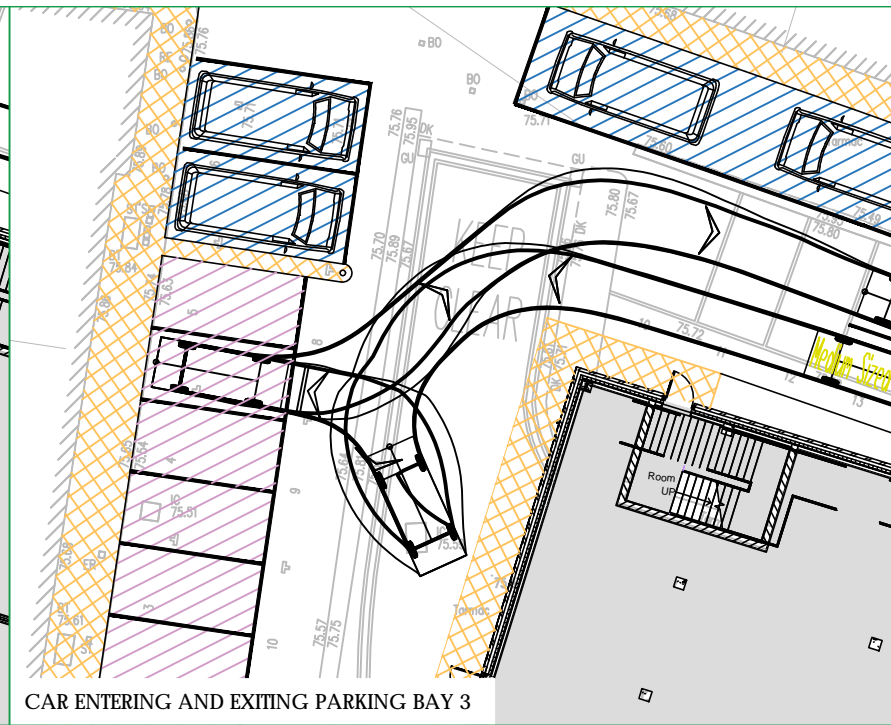
Medium Sized Car
 Overall Length 4.319m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.042m



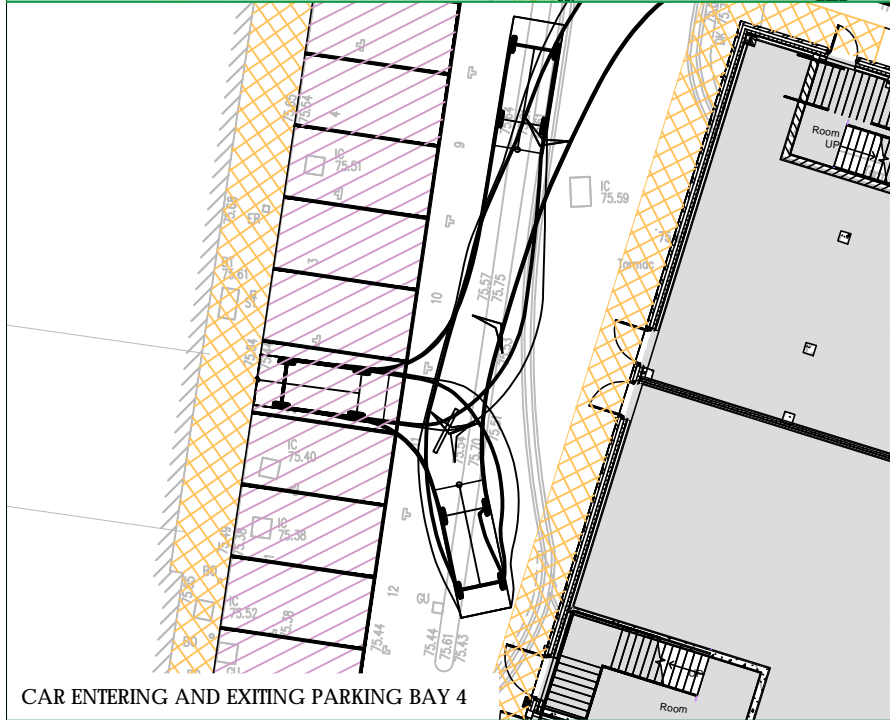
CAR ENTERING AND EXITING PARKING BAY 1



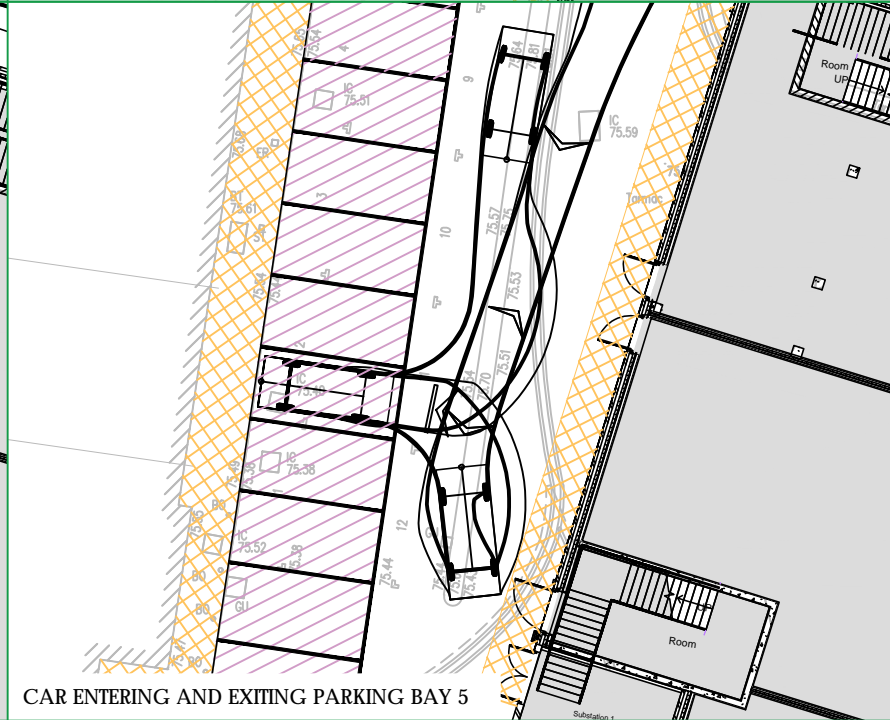
CAR ENTERING AND EXITING PARKING BAY 2



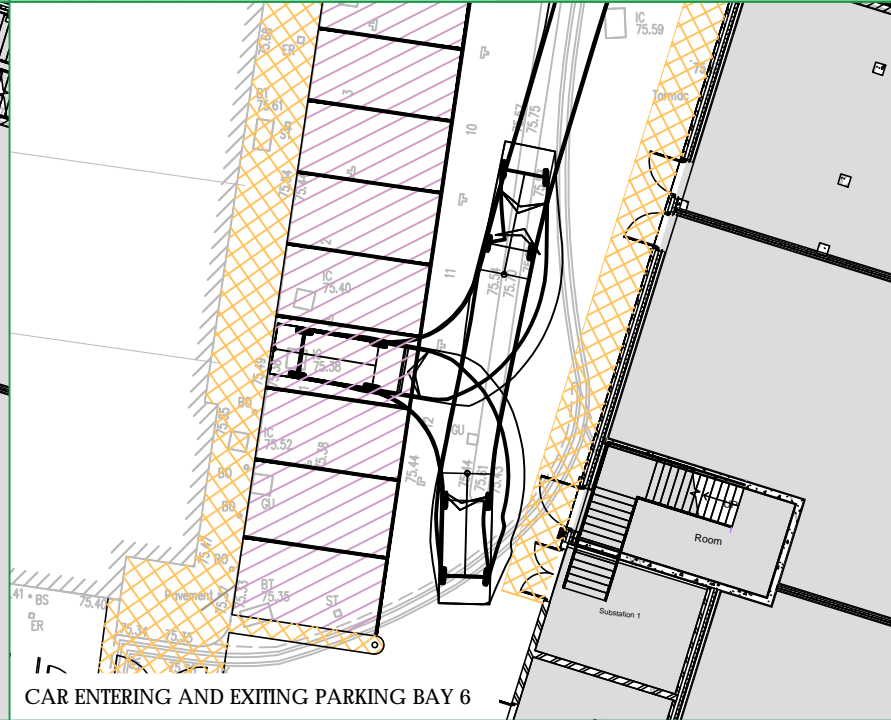
CAR ENTERING AND EXITING PARKING BAY 3



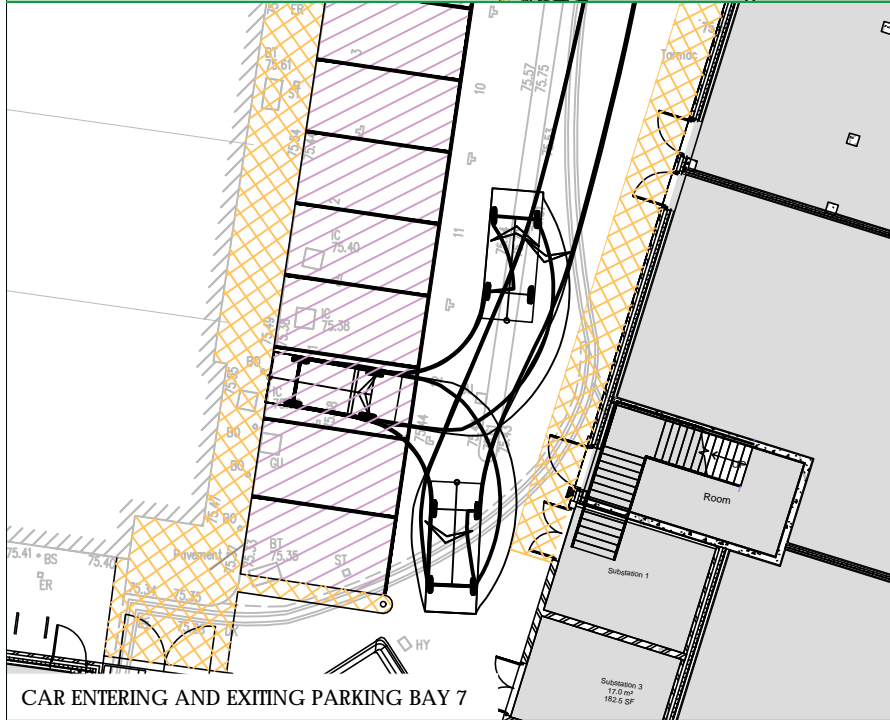
CAR ENTERING AND EXITING PARKING BAY 4



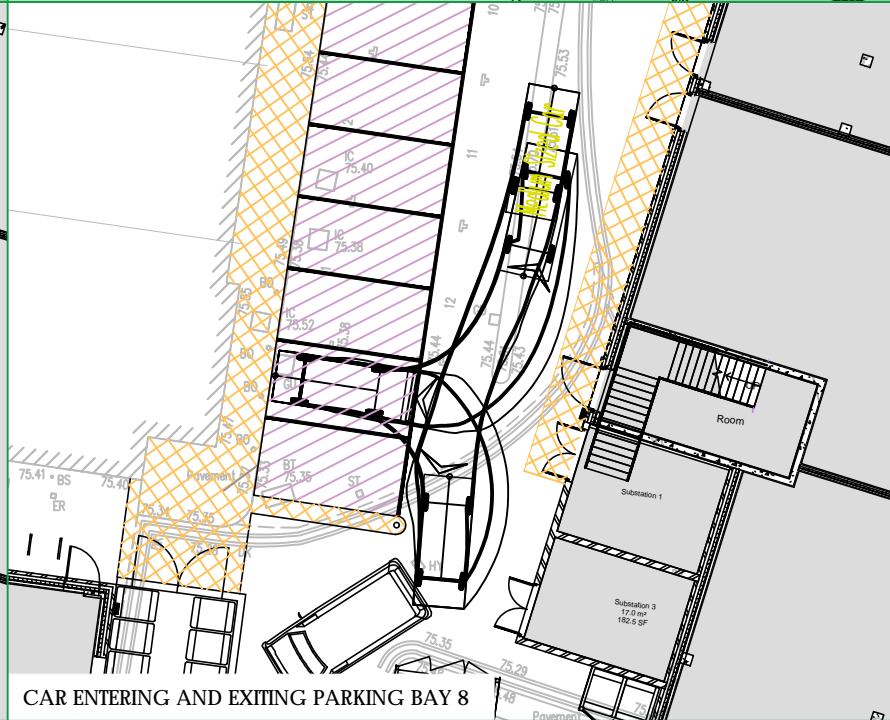
CAR ENTERING AND EXITING PARKING BAY 5



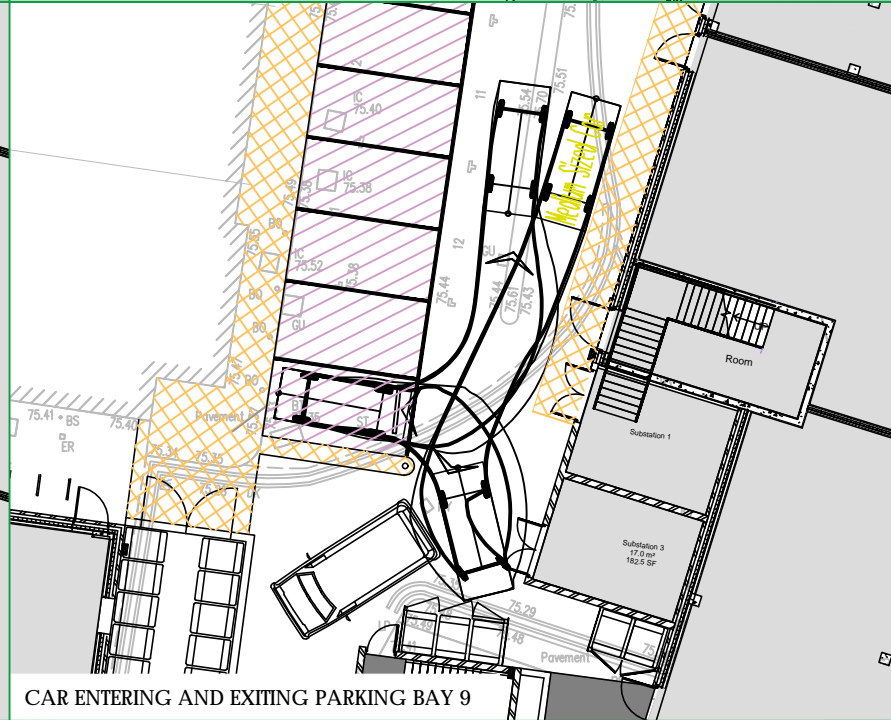
CAR ENTERING AND EXITING PARKING BAY 6



CAR ENTERING AND EXITING PARKING BAY 7



CAR ENTERING AND EXITING PARKING BAY 8



CAR ENTERING AND EXITING PARKING BAY 9

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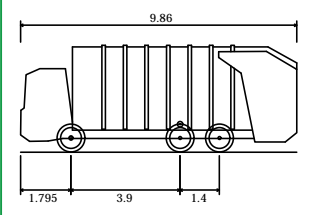
Client
 Coplan Estates

Project
 Marketfield Road, Redhill

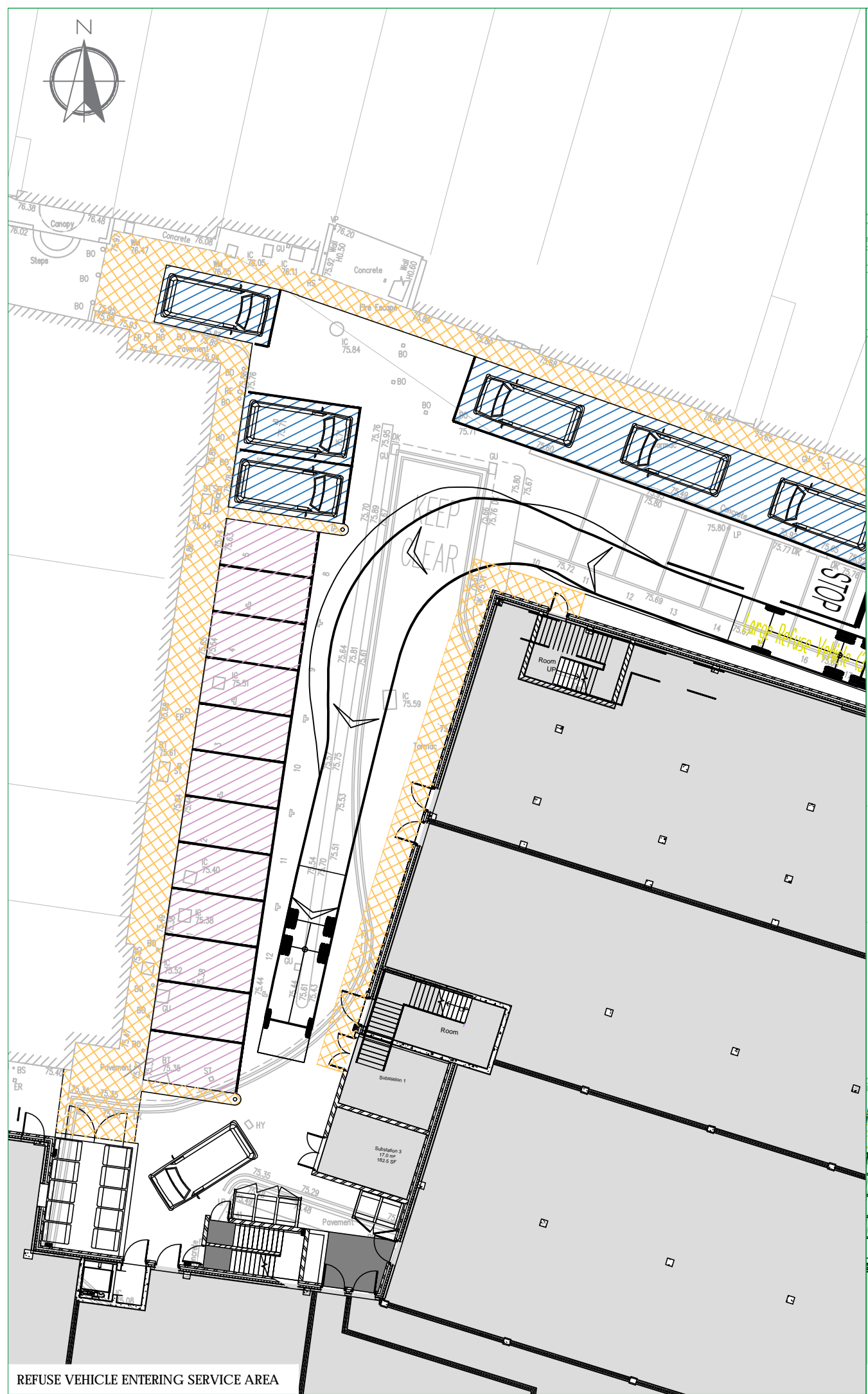
Drawing Title
 Car Parking
 Swept Path Assessment

Scale	1:250	Drawn By	SAJ	Checked By	NDR	Approved By	CMB
Date	July 2018	Drawing No.	2016/3441/006		Rev.	E	

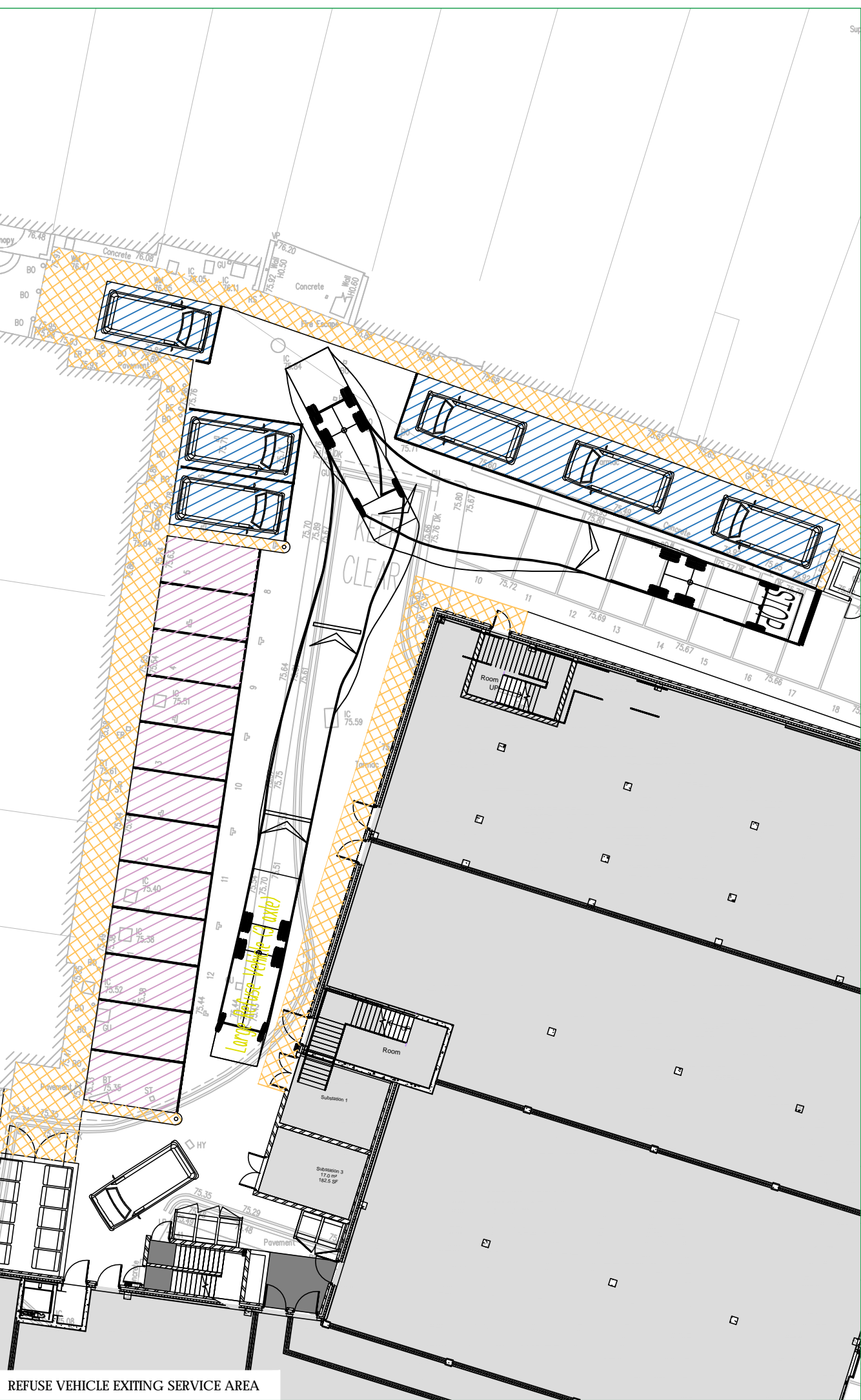
NOTES



- Large Refuse Vehicle (3 axle)**
- Overall Length 9.860m
 - Overall Width 2.450m
 - Overall Body Height 3.814m
 - Min Body Ground Clearance 0.366m
 - Track Width 2.450m
 - Lock to lock time 4.00s
 - Kerb to Kerb Turning Radius 9.500m



REFUSE VEHICLE ENTERING SERVICE AREA



REFUSE VEHICLE EXITING SERVICE AREA

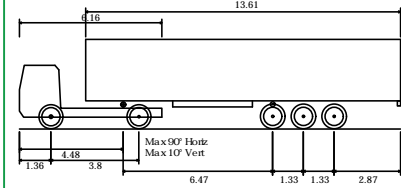
rgp
 Transport Planning and Infrastructure Design Consultants
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 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client Coplan Estates

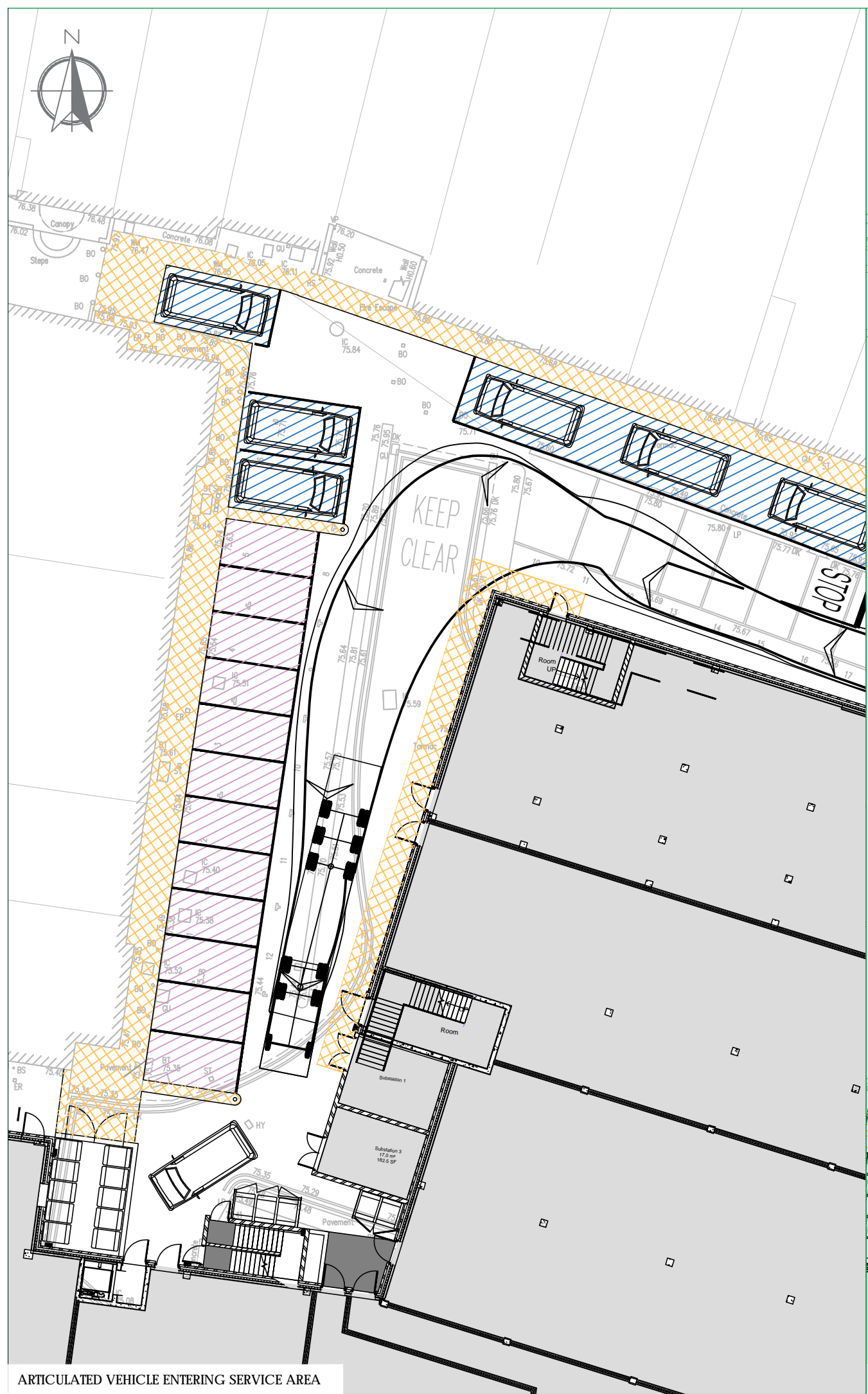
Project Marketfield Road, Redhill

Drawing Title Refuse Vehicle Swept Path Assessment

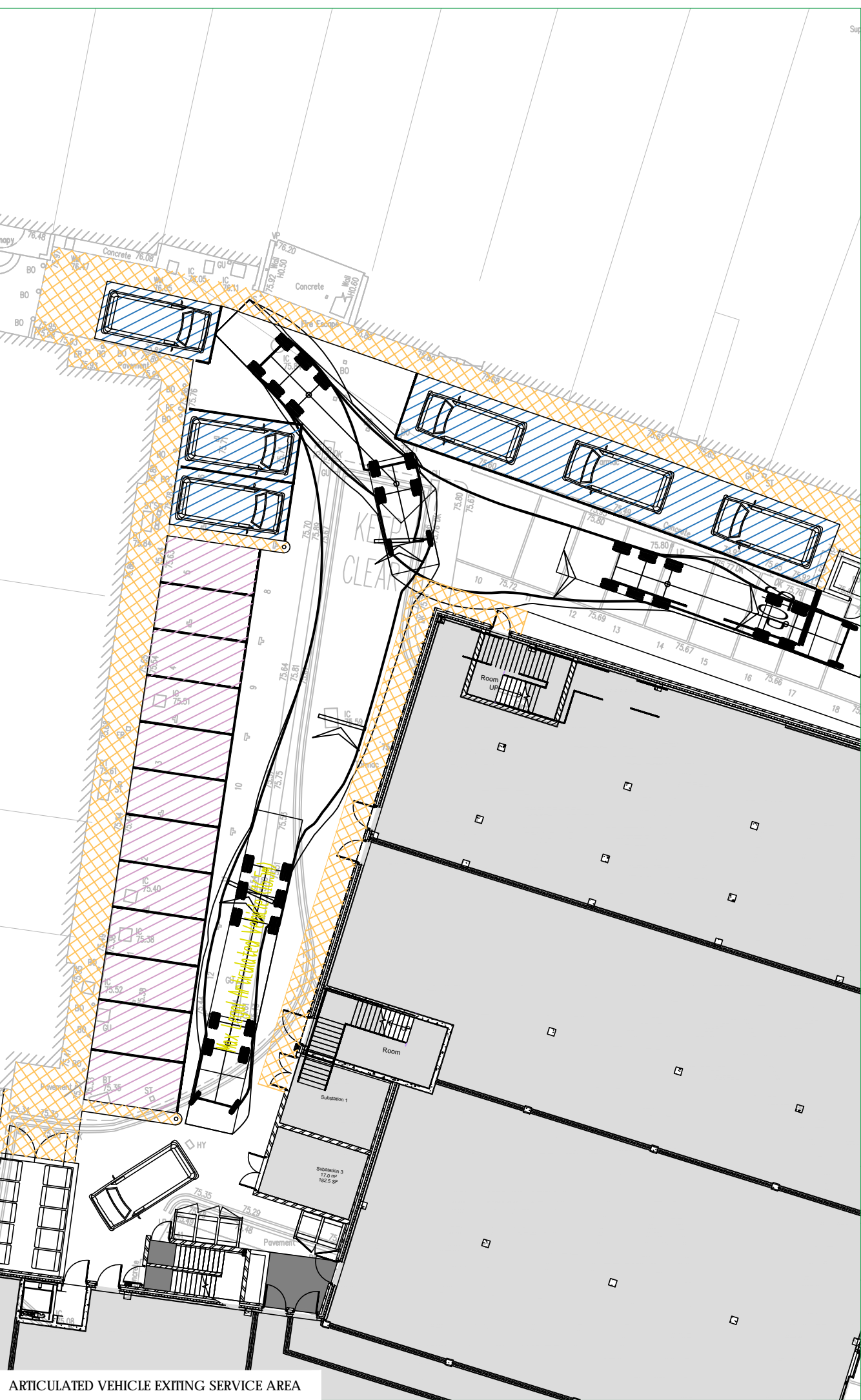
Scale	1:250	Drawn By	SAJ	Checked By	NDR	Approved By	CMB
Date	July 2018	Drawing No.	2016/3441/007		Rev.	F	



FTA Design Articulated Vehicle (1998)	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.550m
Kerb to Kerb Turning Radius	



ARTICULATED VEHICLE ENTERING SERVICE AREA

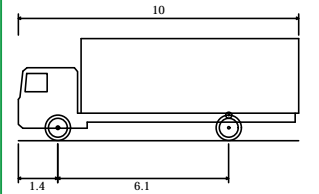


ARTICULATED VEHICLE EXITING SERVICE AREA

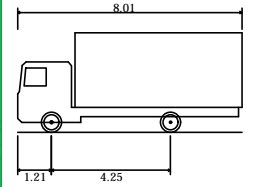
Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client	Coplan Estates		
Project	Marketfield Road, Redhill		
Drawing Title	Articulated Vehicle Swept Path Assessment		
Scale	1:250	Drawn By SAJ	Checked By NDR
Date	July 2018	Approved By CMB	Rev. F
		Drawing No. 2016/3441/008	

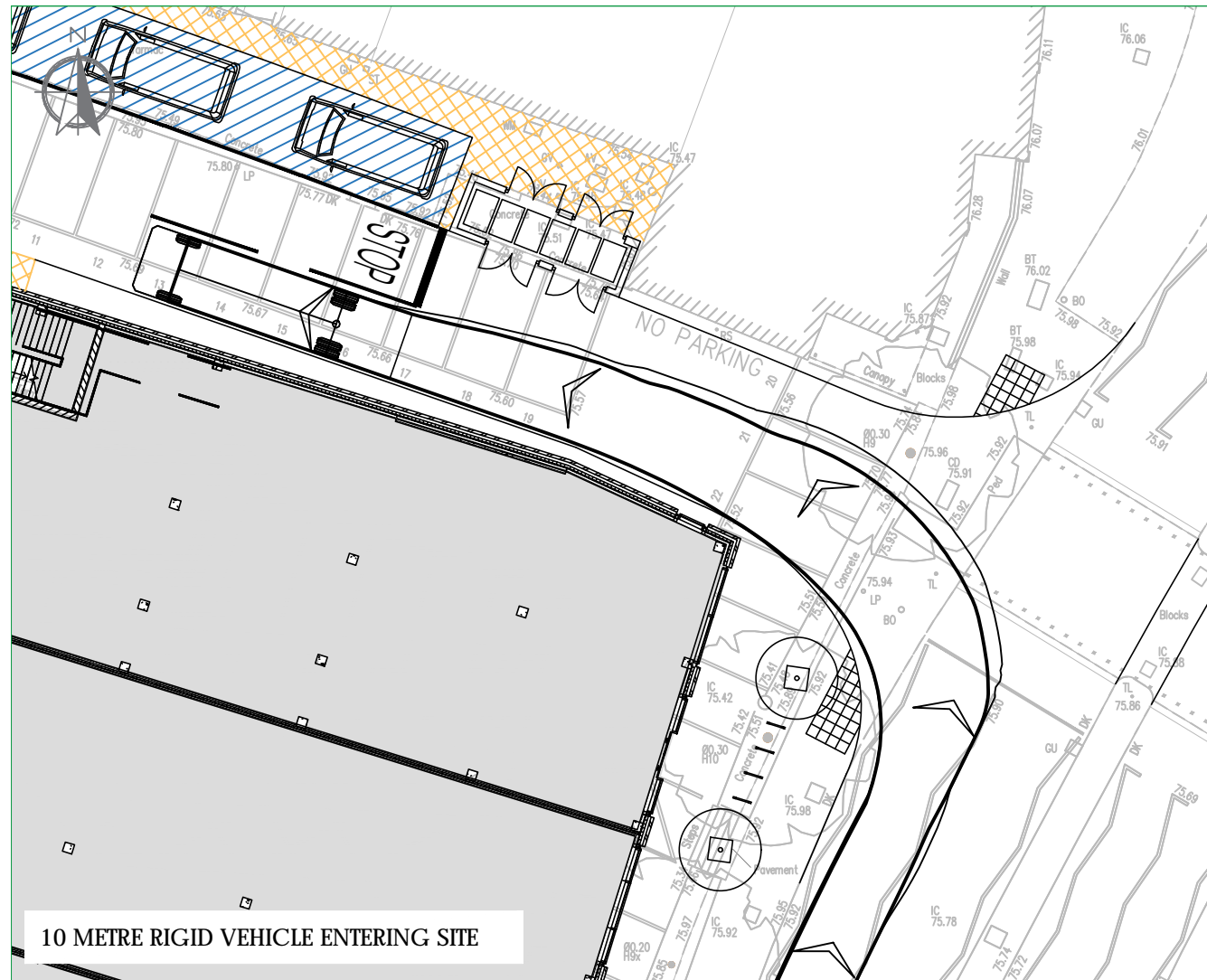
NOTES



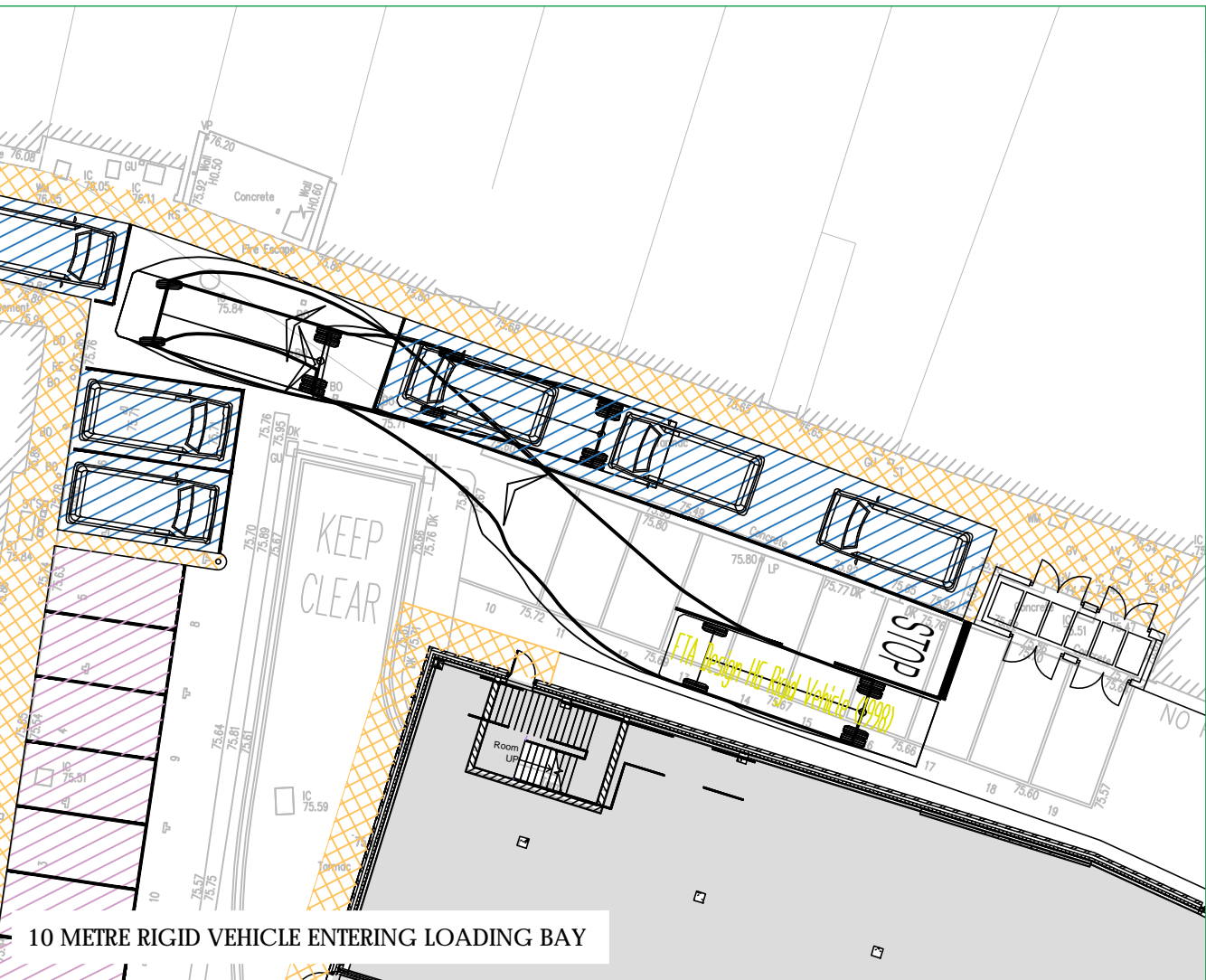
FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m



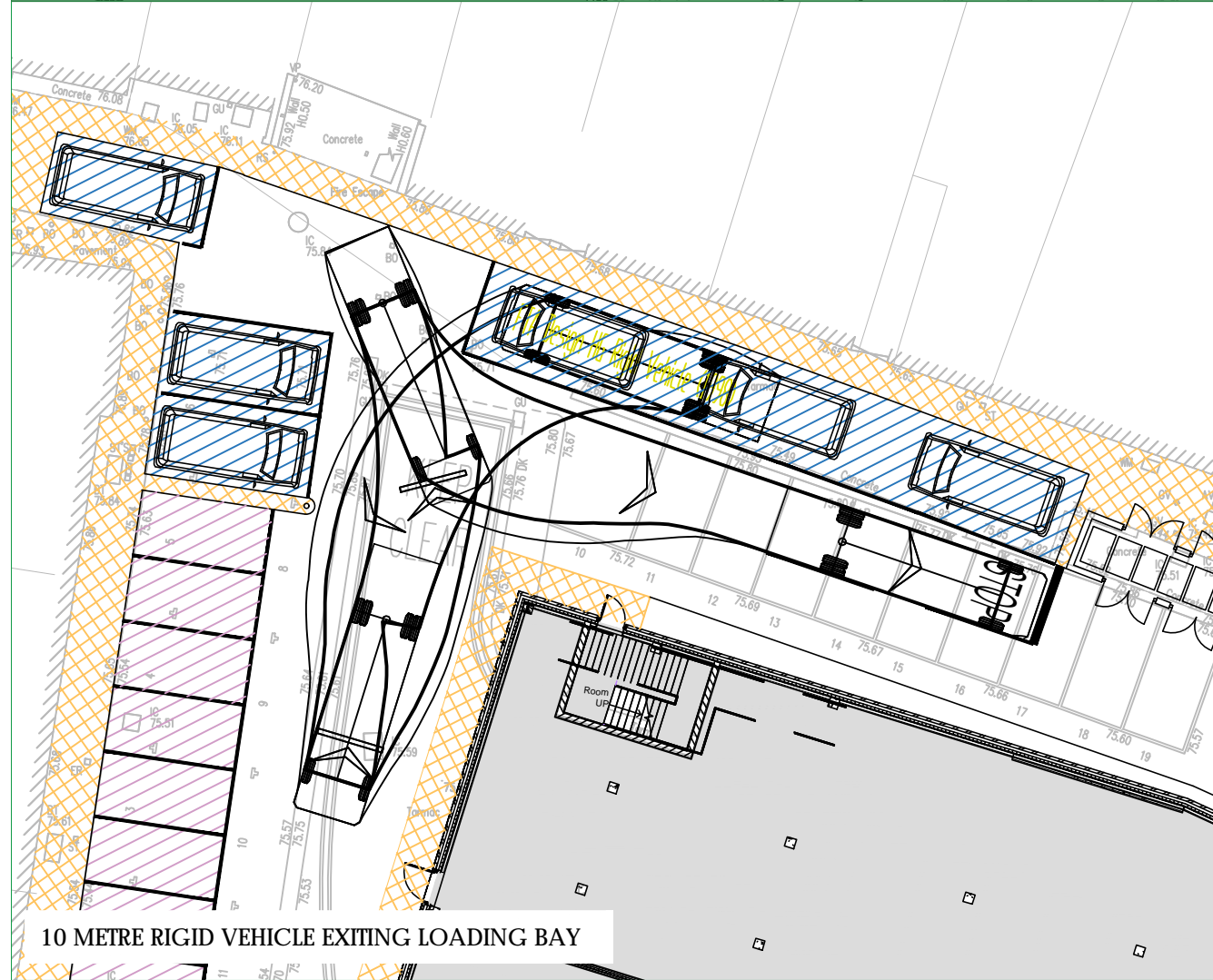
7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



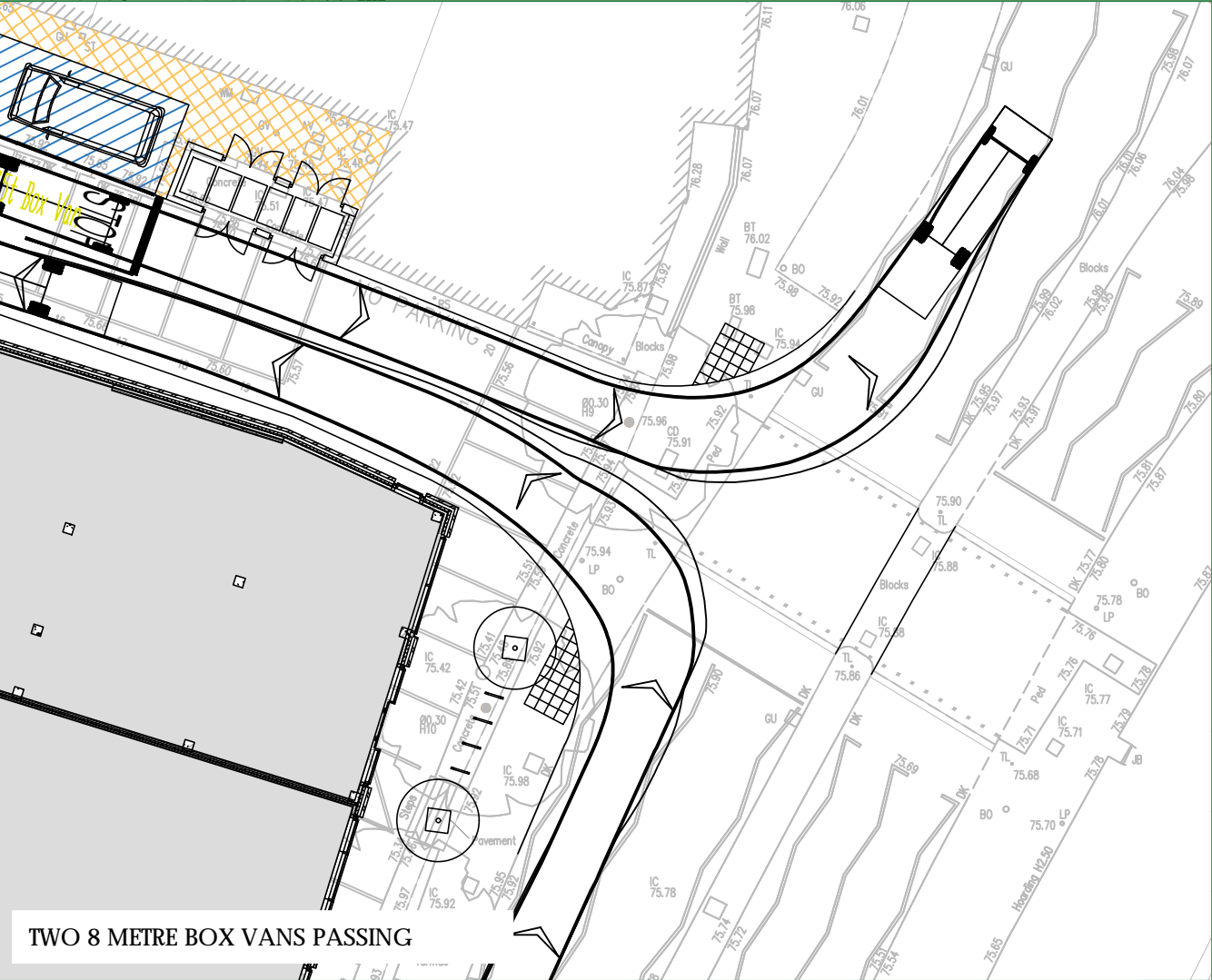
10 METRE RIGID VEHICLE ENTERING SITE



10 METRE RIGID VEHICLE ENTERING LOADING BAY



10 METRE RIGID VEHICLE EXITING LOADING BAY



TWO 8 METRE BOX VANS PASSING




Client Coplan Estates			
Project Marketfield Way, Redhill			
Drawing Title Proposed Servicing Arrangements			
Scale 1:250	Drawn By SAJ	Checked By NDR	Approved By CMB
Date July 2018	Drawing No. 2016/3441/011	Rev. C	



APPENDIX A



LEGEND

 SITE LOCATION

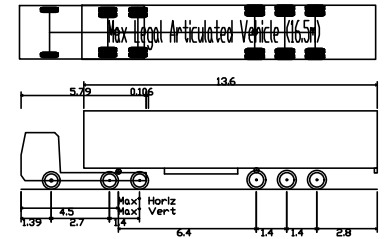


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 Godalming, Surrey, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

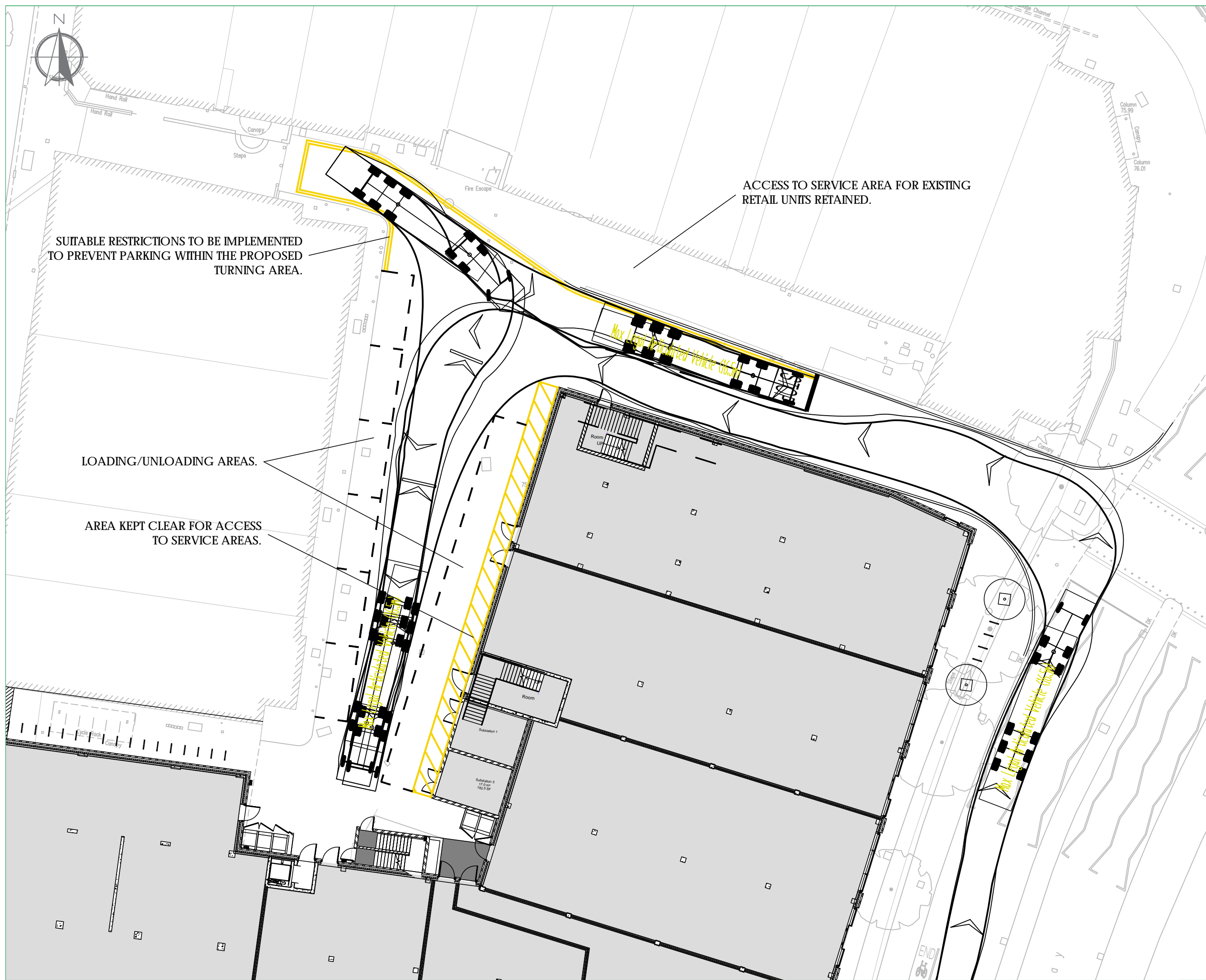
Client:	Coplan Estates Ltd		
Project:	Marketfield Road, Redhill		
Title:	Proposed Site Ground Floor Plan		
Plan No:	Job No:	Date:	
-	16/3441	April 2018	
Drawn By:	Checked By:	Approved By:	Rev:
JLM	SAJ	SAJ	-



APPENDIX B



Max Legal Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client	Coplan Estates		
Project	Marketfield Road, Redhill		
Drawing Title	Proposed Access Arrangement		

Scale	1:250	Drawn By	CEW	Checked By	NDR	Approved By	NDR
Date	November 2016	Drawing No.	2016/3441/002		Rev.	-	



APPENDIX C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 1 - SHOPPING CENTRE - LOCAL SHOPS
 OGVs

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 260 to 3837 (units: sqm)
 Range Selected by User: 210 to 8310 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 08/07/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	11
Retail Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	4 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	9 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-01-I-01 BELLAND DRIVE WHITCHURCH BRISTOL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	770 sqm	BRISTOL CITY
2	CH-01-I-02 CHRISTLETON ROAD BOUGHTON HEATH CHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	260 sqm	CHESHIRE
3	CH-01-I-03 MILL LANE BACHE CHESTER Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	365 sqm	CHESHIRE
4	LC-01-I-01 TALBOT ROW EUXTON NEAR CHORLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	720 sqm	LANCASHIRE
5	LE-01-I-02 RYDER ROAD LEICESTER Edge of Town Residential Zone Total Gross floor area:	LOCAL SHOPS	550 sqm	LEICESTERSHIRE
6	SC-01-I-01 CHURCH ROAD MILFORD Edge of Town Centre Residential Zone Total Gross floor area:	LOCAL SHOPS	359 sqm	SURREY
7	SH-01-I-02 WREKIN DRIVE DONNINGTON TELFORD Edge of Town Residential Zone Total Gross floor area:	LOCAL SHOPS	900 sqm	SHROPSHIRE
8	TV-01-I-03 ACKLAM ROAD ACKLAM MIDDLESBROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	1840 sqm	TEES VALLEY
9	TV-01-I-04 CARGO FLEET LANE ORMESBY MIDDLESBROUGH Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	585 sqm	TEES VALLEY
10	TW-01-I-02 DURHAM ROAD BARNES PARK SUNDERLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LOCAL SHOPS	540 sqm	TYNE & WEAR
11	WM-01-I-03 BRISTOL ROAD SOUTH BIRMINGHAM Edge of Town Retail Zone Total Gross floor area:	LOCAL SHOPS	450 sqm	WEST MIDLANDS

LIST OF SITES relevant to selection parameters (Cont.)

12	WO-01-I-02	LOCAL SHOPS	WORCESTERSHIRE
	CRANHAM DRIVE		
	WORCESTER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	4052	sqm

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	450	0.222	2	450	0.111	2	450	0.333
07:00 - 08:00	12	931	0.072	12	931	0.063	12	931	0.135
08:00 - 09:00	12	931	0.081	12	931	0.045	12	931	0.126
09:00 - 10:00	12	931	0.152	12	931	0.161	12	931	0.313
10:00 - 11:00	12	931	0.063	12	931	0.054	12	931	0.117
11:00 - 12:00	12	931	0.081	12	931	0.089	12	931	0.170
12:00 - 13:00	12	931	0.089	12	931	0.116	12	931	0.205
13:00 - 14:00	12	931	0.072	12	931	0.089	12	931	0.161
14:00 - 15:00	12	931	0.063	12	931	0.045	12	931	0.108
15:00 - 16:00	12	931	0.054	12	931	0.036	12	931	0.090
16:00 - 17:00	12	931	0.045	12	931	0.045	12	931	0.090
17:00 - 18:00	12	931	0.036	12	931	0.036	12	931	0.072
18:00 - 19:00	12	931	0.009	12	931	0.036	12	931	0.045
19:00 - 20:00	10	1055	0.009	10	1055	0.019	10	1055	0.028
20:00 - 21:00	10	1055	0.000	10	1055	0.000	10	1055	0.000
21:00 - 22:00	8	749	0.017	8	749	0.017	8	749	0.034
22:00 - 23:00	1	359	0.000	1	359	0.000	1	359	0.000
23:00 - 24:00									
Total Rates:			1.065			0.962			2.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	260 - 3837 (units: sqm)
Survey date date range:	01/01/10 - 08/07/16
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



APPENDIX D

Calculation Reference: AUDIT-728001-180425-0446

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : 0 - CONVENIENCE STORE
 VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 219 to 1056 (units: sqm)
 Range Selected by User: 70 to 1200 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 07/04/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-O-02 FITZROY STREET	LITTLE WAITROSE	CAMBRIDGE Town Centre Built-Up Zone Total Gross floor area: 1056 sqm	CAMBRIDGESHIRE
2	NY-01-O-02 COLD BATH ROAD	SAINSBURY'S LOCAL	HARROGATE Edge of Town Centre Residential Zone Total Gross floor area: 220 sqm	NORTH YORKSHIRE
3	SY-01-O-01 DIVISION STREET	SAINSBURY'S LOCAL	SHEFFIELD Town Centre Built-Up Zone Total Gross floor area: 219 sqm	SOUTH YORKSHIRE

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	498	1.873	3	498	1.605	3	498	3.478
08:00 - 09:00	3	498	3.144	3	498	2.542	3	498	5.686
09:00 - 10:00	3	498	3.144	3	498	3.344	3	498	6.488
10:00 - 11:00	3	498	1.873	3	498	1.873	3	498	3.746
11:00 - 12:00	3	498	3.946	3	498	3.278	3	498	7.224
12:00 - 13:00	3	498	4.147	3	498	3.746	3	498	7.893
13:00 - 14:00	3	498	2.809	3	498	2.676	3	498	5.485
14:00 - 15:00	3	498	4.415	3	498	4.615	3	498	9.030
15:00 - 16:00	3	498	4.816	3	498	4.749	3	498	9.565
16:00 - 17:00	3	498	4.013	3	498	3.946	3	498	7.959
17:00 - 18:00	3	498	4.615	3	498	4.615	3	498	9.230
18:00 - 19:00	3	498	4.214	3	498	4.749	3	498	8.963
19:00 - 20:00	3	498	3.144	3	498	3.478	3	498	6.622
20:00 - 21:00	3	498	0.936	3	498	1.338	3	498	2.274
21:00 - 22:00	3	498	0.803	3	498	1.204	3	498	2.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			47.892			47.758			95.650

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	219 - 1056 (units: sqm)
Survey date date range:	01/01/10 - 07/04/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 TAXI S

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	498	0.000	3	498	0.000	3	498	0.000
08:00 - 09:00	3	498	0.000	3	498	0.000	3	498	0.000
09:00 - 10:00	3	498	0.067	3	498	0.067	3	498	0.134
10:00 - 11:00	3	498	0.000	3	498	0.000	3	498	0.000
11:00 - 12:00	3	498	0.067	3	498	0.067	3	498	0.134
12:00 - 13:00	3	498	0.000	3	498	0.000	3	498	0.000
13:00 - 14:00	3	498	0.067	3	498	0.067	3	498	0.134
14:00 - 15:00	3	498	0.000	3	498	0.000	3	498	0.000
15:00 - 16:00	3	498	0.000	3	498	0.000	3	498	0.000
16:00 - 17:00	3	498	0.067	3	498	0.067	3	498	0.134
17:00 - 18:00	3	498	0.067	3	498	0.067	3	498	0.134
18:00 - 19:00	3	498	0.067	3	498	0.000	3	498	0.067
19:00 - 20:00	3	498	0.201	3	498	0.268	3	498	0.469
20:00 - 21:00	3	498	0.134	3	498	0.134	3	498	0.268
21:00 - 22:00	3	498	0.268	3	498	0.268	3	498	0.536
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.005			1.005			2.010

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	219 - 1056 (units: sqm)
Survey date date range:	01/01/10 - 07/04/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	498	0.268	3	498	0.268	3	498	0.536
08:00 - 09:00	3	498	0.000	3	498	0.000	3	498	0.000
09:00 - 10:00	3	498	0.000	3	498	0.000	3	498	0.000
10:00 - 11:00	3	498	0.000	3	498	0.000	3	498	0.000
11:00 - 12:00	3	498	0.134	3	498	0.134	3	498	0.268
12:00 - 13:00	3	498	0.000	3	498	0.000	3	498	0.000
13:00 - 14:00	3	498	0.000	3	498	0.000	3	498	0.000
14:00 - 15:00	3	498	0.000	3	498	0.000	3	498	0.000
15:00 - 16:00	3	498	0.067	3	498	0.067	3	498	0.134
16:00 - 17:00	3	498	0.000	3	498	0.000	3	498	0.000
17:00 - 18:00	3	498	0.000	3	498	0.000	3	498	0.000
18:00 - 19:00	3	498	0.000	3	498	0.000	3	498	0.000
19:00 - 20:00	3	498	0.000	3	498	0.000	3	498	0.000
20:00 - 21:00	3	498	0.000	3	498	0.000	3	498	0.000
21:00 - 22:00	3	498	0.000	3	498	0.000	3	498	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.469			0.469			0.938

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	219 - 1056 (units: sqm)
Survey date date range:	01/01/10 - 07/04/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	498	0.000	3	498	0.000	3	498	0.000
08:00 - 09:00	3	498	0.000	3	498	0.000	3	498	0.000
09:00 - 10:00	3	498	0.000	3	498	0.000	3	498	0.000
10:00 - 11:00	3	498	0.000	3	498	0.000	3	498	0.000
11:00 - 12:00	3	498	0.000	3	498	0.000	3	498	0.000
12:00 - 13:00	3	498	0.000	3	498	0.000	3	498	0.000
13:00 - 14:00	3	498	0.000	3	498	0.000	3	498	0.000
14:00 - 15:00	3	498	0.000	3	498	0.000	3	498	0.000
15:00 - 16:00	3	498	0.000	3	498	0.000	3	498	0.000
16:00 - 17:00	3	498	0.000	3	498	0.000	3	498	0.000
17:00 - 18:00	3	498	0.000	3	498	0.000	3	498	0.000
18:00 - 19:00	3	498	0.000	3	498	0.000	3	498	0.000
19:00 - 20:00	3	498	0.000	3	498	0.000	3	498	0.000
20:00 - 21:00	3	498	0.000	3	498	0.000	3	498	0.000
21:00 - 22:00	3	498	0.000	3	498	0.000	3	498	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	219 - 1056 (units: sqm)
Survey date date range:	01/01/10 - 07/04/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	498	0.334	3	498	0.334	3	498	0.668
08:00 - 09:00	3	498	0.535	3	498	0.535	3	498	1.070
09:00 - 10:00	3	498	0.134	3	498	0.201	3	498	0.335
10:00 - 11:00	3	498	0.401	3	498	0.201	3	498	0.602
11:00 - 12:00	3	498	0.134	3	498	0.334	3	498	0.468
12:00 - 13:00	3	498	0.736	3	498	0.401	3	498	1.137
13:00 - 14:00	3	498	0.334	3	498	0.602	3	498	0.936
14:00 - 15:00	3	498	0.201	3	498	0.334	3	498	0.535
15:00 - 16:00	3	498	0.334	3	498	0.535	3	498	0.869
16:00 - 17:00	3	498	0.669	3	498	0.268	3	498	0.937
17:00 - 18:00	3	498	0.669	3	498	0.602	3	498	1.271
18:00 - 19:00	3	498	0.468	3	498	0.468	3	498	0.936
19:00 - 20:00	3	498	0.067	3	498	0.067	3	498	0.134
20:00 - 21:00	3	498	0.201	3	498	0.134	3	498	0.335
21:00 - 22:00	3	498	0.000	3	498	0.067	3	498	0.067
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.217			5.083			10.300

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	219 - 1056 (units: sqm)
Survey date date range:	01/01/10 - 07/04/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS
OGVS

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 2027 to 3200 (units: sqm)
Range Selected by User: 1550 to 7828 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 18/11/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday 3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 1
High Street 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D2 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-07-A-01 MARINE PARADE	HOLLYWOOD CINEMA		NORFOLK
	GREAT YARMOUTH Town Centre High Street Total Gross floor area:		3200 sqm	
2	NY-07-A-03 EAST PARADE	ODEON		NORTH YORKSHIRE
	HARROGATE Town Centre Built-Up Zone Total Gross floor area:		2027 sqm	
3	WO-07-A-01 FOREGATE STREET	ODEON		WORCESTERSHIRE
	WORCESTER Town Centre High Street Total Gross floor area:		2200 sqm	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	2027	0.000	1	2027	0.000	1	2027	0.000
10:00 - 11:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
11:00 - 12:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
12:00 - 13:00	3	2476	0.013	3	2476	0.013	3	2476	0.026
13:00 - 14:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
14:00 - 15:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
15:00 - 16:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
16:00 - 17:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
17:00 - 18:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
18:00 - 19:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
19:00 - 20:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
20:00 - 21:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
21:00 - 22:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
22:00 - 23:00	3	2476	0.000	3	2476	0.000	3	2476	0.000
23:00 - 24:00	2	2114	0.000	2	2114	0.000	2	2114	0.000
Total Rates:			0.013			0.013			0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	2027 - 3200 (units: sqm)
Survey date date range:	01/01/10 - 18/11/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-728001-180426-0402

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : B - RESTAURANTS
 OGVS

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 160 to 950 (units: sqm)
 Range Selected by User: 75 to 1200 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	3
High Street	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A3	4 days
A5	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-06-B-01	BBQ RESTAURANT		CHESHIRE
	SOUTERS LANE			
	CHESTER			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		500 sqm	
2	DC-06-B-02	PREZZO		DORSET
	HIGH WEST STREET			
	DORCHESTER			
	Town Centre			
	High Street			
	Total Gross floor area:		525 sqm	
3	NF-06-B-01	INDIAN RESTAURANT		NORFOLK
	KING STREET			
	GREAT YARMOUTH			
	Town Centre			
	High Street			
	Total Gross floor area:		160 sqm	
4	WM-06-B-05	AKBARS		WEST MIDLANDS
	THE BUTTS			
	COVENTRY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		600 sqm	
5	WY-06-B-01	CHINESE RESTAURANT		WEST YORKSHIRE
	BINGLEY STREET			
	LEEDS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		950 sqm	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	395	0.084	3	395	0.084	3	395	0.168
11:00 - 12:00	4	534	0.000	4	534	0.000	4	534	0.000
12:00 - 13:00	4	534	0.000	4	534	0.000	4	534	0.000
13:00 - 14:00	4	534	0.000	4	534	0.000	4	534	0.000
14:00 - 15:00	4	534	0.000	4	534	0.000	4	534	0.000
15:00 - 16:00	4	534	0.000	4	534	0.000	4	534	0.000
16:00 - 17:00	5	547	0.037	5	547	0.037	5	547	0.074
17:00 - 18:00	5	547	0.000	5	547	0.000	5	547	0.000
18:00 - 19:00	5	547	0.000	5	547	0.000	5	547	0.000
19:00 - 20:00	5	547	0.000	5	547	0.000	5	547	0.000
20:00 - 21:00	5	547	0.000	5	547	0.000	5	547	0.000
21:00 - 22:00	5	547	0.000	5	547	0.000	5	547	0.000
22:00 - 23:00	5	547	0.000	5	547	0.000	5	547	0.000
23:00 - 24:00	4	644	0.000	4	644	0.000	4	644	0.000
Total Rates:			0.121			0.121			0.242

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	160 - 950 (units: sqm)
Survey date date range:	01/01/10 - 14/09/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
 LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	950	0.000	1	950	0.000	1	950	0.000
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	3	395	0.169	3	395	0.169	3	395	0.338
11:00 - 12:00	4	534	0.141	4	534	0.187	4	534	0.328
12:00 - 13:00	4	534	0.047	4	534	0.094	4	534	0.141
13:00 - 14:00	4	534	0.047	4	534	0.094	4	534	0.141
14:00 - 15:00	4	534	0.094	4	534	0.094	4	534	0.188
15:00 - 16:00	4	534	0.000	4	534	0.000	4	534	0.000
16:00 - 17:00	5	547	0.037	5	547	0.037	5	547	0.074
17:00 - 18:00	5	547	0.073	5	547	0.037	5	547	0.110
18:00 - 19:00	5	547	0.037	5	547	0.037	5	547	0.074
19:00 - 20:00	5	547	0.000	5	547	0.000	5	547	0.000
20:00 - 21:00	5	547	0.000	5	547	0.037	5	547	0.037
21:00 - 22:00	5	547	0.000	5	547	0.000	5	547	0.000
22:00 - 23:00	5	547	0.000	5	547	0.000	5	547	0.000
23:00 - 24:00	4	644	0.000	4	644	0.000	4	644	0.000
Total Rates:			0.645			0.786			1.431

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	160 - 950 (units: sqm)
Survey date date range:	01/01/10 - 14/09/17
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 OGVS

Selected regions and areas:

06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY	SOUTH YORKSHIRE 1 days
09	NORTH	
	CB	CUMBRIA 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 714 to 3127 (units: sqm)
 Range Selected by User: 290 to 16600 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 17/09/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone	1
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	3 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-01-G-02 JAMES STREET	STAPLES		CUMBRIA
	CARLISLE Edge of Town Centre Built-Up Zone Total Gross floor area:		2500 sqm	
2	HE-01-G-01 COMMERCIAL ROAD	PETS AT HOME		HEREFORDSHIRE
	HEREFORD Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:		714 sqm	
3	SY-01-G-01 WOMBWELL LANE BARNESLEY RETAIL PARK BARNESLEY Edge of Town Retail Zone Total Gross floor area:	DUNELM MILL		SOUTH YORKSHIRE
			3127 sqm	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1607	0.000	2	1607	0.000	2	1607	0.000
08:00 - 09:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
09:00 - 10:00	3	2114	0.016	3	2114	0.016	3	2114	0.032
10:00 - 11:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
11:00 - 12:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
12:00 - 13:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
13:00 - 14:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
14:00 - 15:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
15:00 - 16:00	3	2114	0.032	3	2114	0.032	3	2114	0.064
16:00 - 17:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
17:00 - 18:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
18:00 - 19:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
19:00 - 20:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
20:00 - 21:00	3	2114	0.000	3	2114	0.000	3	2114	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	714 - 3127 (units: sqm)
Survey date date range:	01/01/10 - 17/09/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



APPENDIX E

ANNEX J



MARKETFIELD WAY, REDHILL

**Proposed Mixed Use
Development**

**Delivery and Servicing
Management Plan**

**Prepared on behalf of
CoPlan Estates Ltd**

COPL/16/3441/DSMP

July 2018

RGP - Transport Planning and Infrastructure Design Consultants

Head Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY
South Coast Suite 2, West Barn, Norton Lane, Chichester PO20 3AF
London 22 Upper Ground, London SE1 9PD

E: enquiries@rgp.co.uk

T: 01483 861681
T: 01243 210418
T: 020 7078 9662

www.rgp.co.uk



DOCUMENT CONTROL

Project: Marketfield Way, Redhill
Proposed Mixed Use Development

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Delivery & Servicing Management Plan (DSMP) has been prepared in support of the delivery and servicing arrangements for the mixed-use redevelopment of land to the west of Marketfield Way, Redhill ("the site").
- 1.1.2 The site was subject to planning consent by Reigate and Banstead Borough Council (RBBC) in 2016 (Application Reference: 16/01066/F) for its redevelopment to provide a new multi-screen cinema and 10 retail, restaurant and café units (flexible consent) at ground and first floor levels, with residential properties above.
- 1.1.3 The proposals include the provision of two private service areas off the public highway to afford access to all delivery and service vehicles generated by the site. The plan at **Appendix A**, illustrates the location of the proposed units and the two separate servicing areas for all uses. These include a single loading bay accessed off Marketfield Road to the south, serving the residential dwellings and retail units 6,7 and 9, and a main servicing area to the north with 6 marked loading bays, accessed off Marketfield Way, to cater for the remaining commercial units and cinema.
- 1.1.4 The design and layout of the servicing arrangements have been agreed in principle with Surrey County Council (SCC) in advance of the preparation of this document and will be formally approved by way of a Non-Material Amendment (NMA) from the service yard approved originally.
- 1.1.5 Following further discussions with the existing retail / commercial operators and residents affected by the associated Compulsory Purchase Order (CPO) and Stopping Up Order, the service yard layout has been further revised to address objections raised in this regard. This involves the relocation of the LGV delivery bays to the rear of Marylebone House and improved rear pedestrian access with the rearrangement of the bin store.
- 1.1.6 This DSMP has been prepared pursuant to Condition 12 of the planning consent, to secure the processes and procedures for the management and control of all servicing and delivery vehicles on site.
- 1.1.7 The DSMP is an outline document that will be updated into a full DSMP following the completion of the baseline delivery and servicing trip surveys, within 8 months of the site's occupation. All occupiers of the units served by this DSMP will be required to sign up to the procedure identified in this outline document in advance of the full DSMP.
- 1.1.8 In addition to servicing arrangements, the main service yard includes 12 allocated car parking for the existing residents of Marylebone House, which will be managed accordingly. This DSMP also seeks to ensure that pedestrian access to all units is maintained at all times, through the provision of enhanced public realm space.

- 1.1.9 An independent management company for the development will be contracted to implement and oversee the delivery and servicing measures as set out in this document. The site delivery manager designated with this task will work with all future tenants of the site to ensure the appropriate delivery and servicing strategy is maintained and will assist in advising and coordinating all related activity generated by each of the on-site uses.
- 1.1.10 The management company would be externally contracted to oversee the operation of the site's service yard, with a manager / banksman positioned at the Marketfield Way development at all times in order to ensure the safe use of the on-site parking and servicing bays as well as maintaining the agreed delivery vehicle access.
- 1.1.11 Although this DSMP has been prepared principally on behalf of the new commercial units that form the Marketfield Way development, the existing retail units facing Station Road / High Street will be tied to the processes defined in this DSMP, which would be secured by a Deed of Easement. The Deed of Easement would re-provide rights of access to existing commercial / retail units adjacent to High Street and residents of Marylebone House, including adhering to the DSMP.
- 1.1.12 the delivery management company will inform the pre-development retail units to the north of the site regarding the delivery arrangements and management processes set out in this document. The new arrangements are highly beneficial to the retail units facing Station Road to the north and provide dedicated facilities to carry out delivery and servicing activity where there were none prior to the development. These units do not form part of the site, but are subject to the processes detailed in this report, and as such, the site's service yard manager will involve the respective managers of these units where appropriate.

1.2 What is a DSMP?

- 1.2.1 The purpose of this DSMP is to outline the delivery and servicing arrangements associated with the proposed mixed-use scheme by providing a bespoke DSMP in the context of the site's location and the proposals.
- 1.2.2 This DSMP acts as both a framework and a practical guide to assist in managing the transport impacts associated with the delivery of goods and the servicing of equipment generated by an organisation.
- 1.2.3 A DSMP needs to be bespoke to both the organisations occupying the development and the site itself. It should aim to improve the efficiency of activities such as deliveries, collections, servicing trips and catering, as appropriate to the organisations activities.
- 1.2.4 A DSMP can provide improvements to procurement practices, supplier management, environmental management procedures, facilities management and safe and legal loading arrangements.

1.2.5 Once in place a DSMP will:

- (i) Ensure that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way;
- (ii) Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- (iii) Help cut congestion on town centre roads and ease pressure on the environment;
- (iv) Improve the reliability of deliveries to the site;
- (v) Reduce the operating costs of building occupants and freight companies; and
- (vi) Reduce the impact of freight activity on local residents.

1.2.6 A DSMP is therefore capable of providing benefits not just to the site occupants and residents, but also to the local community and freight operators.

2 SITE LOCATION AND DESCRIPTION

2.1 Site Location

2.1.1 The site is located within Redhill town centre in an area largely characterised by commercial and leisure uses. The site is bounded by commercial units on Station Road to the north, the A23 Marketfield Way carriageway to the east, Marketfield Road carriageway to the south and the pedestriansied High Street to the west.

2.1.2 The permitted development includes the development of the existing Marketfield Way car park to provide 10 ground floor commercial units (flexible consent granted) with occupants anticipated to comprise restaurant, café and retail units. A multi-screen cinema and residential apartments are approved to operate on the upper floors of the site. The site layout post-development is illustrated below.



2.2 Local Highway Network

- 2.2.1 The A23 forms a major highway link between Central London and Brighton, affording access to the A25 at the northwest corner of the site via The Stations Roundabout junction.
- 2.2.2 The A23 also provides access to the M23 at Junction 9 near Gatwick Airport, whilst the A25 provides access to Junction 6 of the M25 at Godstone, approximately 8km to the northeast. The M25 (J8) is also accessible 3.5km to the northwest via the A217 in Reigate.
- 2.2.3 The A23 and A25 form a combined circular route around Redhill town centre, continuing to other nearby towns including Guildford, Dorking, Crawley, Oxted, Purley and Croydon.
- 2.2.4 The site is therefore conveniently located in terms of delivery and service vehicle access from the wider strategic highway network. All vehicles will access the site from the A23 Marketfield Way and it is anticipated that the majority of delivery and service vehicles arrive at / depart from the site via the M25. The M23 would facilitate a convenient route to the south whilst some vehicles would likely continue along the A23 to reach Central London.

3 SERVICING ARRANGEMENTS

3.1 Overview

3.1.1 It is proposed that servicing and deliveries will be accommodated off-street in the following locations:

- (i) A main servicing area at the northern end of the site off Marketfield Way; and
- (ii) A secondary servicing area at the site's southern end off Marketfield Road.

3.1.2 This section provides detail regarding the two dedicated servicing areas provided on-site for delivery and servicing activity to be accommodated and the delivery vehicle requirements generated by the site.

3.1.3 The locations of the servicing areas and associated access arrangements are illustrated on the plan at **Appendix A**.

3.2 Main Service Yard

3.2.1 Drawing **2016/3441/004** attached hereto illustrates the access and servicing layouts of the main service yard to the north of the site.

3.2.2 The northern service yard accommodates delivery activity associated with the retail units located adjacent to Station Road, as well as retail units 1, 2, 3, 4, 5, 8, 10 and 11 in the Marketfield development. This service yard comprises marked loading bays with capacity to accommodate up to 6 Light Goods Vehicles (LGV) simultaneously, with further informal space at the southern end of the site to facilitate short-stay deliveries and refuse collection, for example.

3.2.3 A 1.2m footway clearance is provided adjacent to each loading bay to facilitate the movement of goods between delivery vehicles and the retail units.

3.2.4 The existing and proposed uses would typically only require access from LGVs and access to the main service yard is permitted for the general use of all service vehicles up to 8.0 metres in length. Any larger rigid vehicles, with the exception of refuse vehicles, shall be permitted on site with prior approval from the management company. This would ensure that minimal conflict occurs between these large vehicles and any other traffic. The proposed service bays allow for longer-stay parking for larger vehicles if required. Any vehicles without prior permission to access the site shall be removed.

3.2.5 Drawing **2016/3441/005** attached hereto illustrates a typical delivery vehicle access and egressing the main service yard and all bays. Drawing **2016/3441/007** illustrates a refuse vehicle turning on site.

3.2.6 Articulated vehicles are not permitted to enter the site under any circumstances, but in the event that this should occur for any reason the management company should be immediately notified so that they can oversee the manoeuvring of the vehicle and direct it out the site and will request the assistance of a banksman if required.

3.3 Secondary Service Yard

3.3.1 Drawing **2016/3441/003** illustrates the access and servicing arrangements for the service yard to the south.

3.3.2 The southern service yard provides a large single delivery bay for the shared use of commercial units 6, 7 and 9, as well as the residential units on-site. This delivery bay is accessed via Marketfield Road at the southern site boundary.

3.3.3 This service yard is unrestricted with respect to the size of vehicle, although it is likely that the residential and retail units would be serviced by similar 8-metre-long box vans to those using the main service area to the north. Drawing **2016/3441/003** illustrates the manoeuvre of an articulated vehicle to enter and exit the service yard.

3.4 On-Site Parking Requirements

3.4.1 As illustrated on drawing **2016/3441/004**, 12 car parking spaces would be provided for existing residents of Marylebone House within the main service yard.

3.4.2 These spaces would be managed through the distribution of parking permits for all entitled users. Any unauthorised parking shall be removed.

3.4.3 Drawing **2016/3441/006** attached hereto illustrates that all cars can access and egress each of the spaces independently without impacting on the use of the service yard.

4 SERVICING REQUIREMENTS

4.1 Units to be Serviced

4.1.1 As detailed on the Plan at **Appendix A**, the proposed main service area is required to serve a number of existing local shops fronting Station Road and the majority of the new Marketfield development retail units.

4.1.2 **Figure 4.1** below presents a detailed summary of the existing units off Station Road and High Street to be serviced by the main service area and their likely servicing requirements based on a first principles assessment.

Unit*	Unit Description	Unit Size (sqm)	Delivery Vehicle Type
A	Opticians	187	Van
B	Nail, Hair & Beauty Salon	136	Van
C	Carpet Shop	269	Van/Small Rigid
D	Women's Clothing	291	Van
E	Betting Shop	68	Van
F	Vape/Tobacco Store	67	Car/Van
G	Travel Agent	128	Van
H	Charity Shop	136	Van
I	Bicycle Sales/Repair	140	Small Rigid
J	Betting Shop	137	Van
K	Charity Shop	117	Van
L	Halal Food Store	138	Van
M	Estate Agent	154	Van
N	Vacant	140	Van
O	Fish & Chip Shop	127	Van/Small Rigid
P	Taxi Rank/Newsagent	284	Van
Q	Public House (Vacant)	259	Small/Large Rigid
TOTAL		2,778	-

Figure 4.1. Existing Local Shops to be Serviced (Station Road/High Street)

**(Refer to Plan at Appendix A for locations of units)*

4.1.3 **Figure 4.2**, below, also summarises details of the new units within the Marketfield site to be serviced by the main service yard.

Unit*	Unit Description	Unit Size (sqm)	Delivery Vehicle Type
1	Convenience Store	349.1	Small/Large Rigid
2		312.6	
3	Retail/Restaurant	349.1	Van/Small Rigid
4	Retail/Restaurant	232.2	Van/Small Rigid
5	Retail/Restaurant	933.7	Van/Small Rigid
8	Retail/Restaurant	232.4	Van/Small Rigid
10	Retail/Restaurant	139.4	Van/Small Rigid
11	Retail/Restaurant	200.5	Van/Small Rigid
Cinema	Multi-screen Cinema	2749	Small/Large Rigid

Figure 4.2. Proposed Commercial units to be Serviced by main Service Yard

4.1.4 It has been established through agreement with the Developer (as owner of the freehold of the proposed retail units) and the operator of the proposed cinema use that no articulated vehicles would be used to service the proposed units and there is no current requirement for the existing units off Station Road to be serviced by such a vehicle.

4.2 Vehicle Specifications

4.2.1 As outlined in Section 3.3 above, the largest delivery permitted unrestricted delivery vehicle access the site is 8 metres in length. However, it is anticipated that the majority of retail units on-site generate a requirement for small 4.6t vans to efficiently carry out all delivery requirements.

4.2.2 Of the 26 individual commercial units serviced on-site, only the public house, convenience stores and cinema would require the use of the 8m rigid delivery vehicle (maximum unrestricted size) to complete regular deliveries to the site.

4.2.3 In the rare circumstance that a larger rigid vehicle is required on-site, such as during a change of commercial tenancy or from the prospective cinema and convenience store uses, the site delivery manager must be given prior notice to schedule an appropriate time to ensure that suitable delivery space can be provided. The drawings attached to this DSMP confirm that all vehicles up to 10 metres in length can be accommodated.

4.2.4 Pre-approved deliveries by larger goods vehicles would be directed to the southern service yard where possible, as this facility can accommodate such vehicles more comfortably than the northern service yard.

4.2.5 The on-site residential units would generate deliveries comprising transit vans associated with postal goods, whilst occasionally larger box vans would be used for occasional food deliveries, for example.

4.3 Delivery Frequencies

- 4.3.1 To establish the servicing requirements for all retail units the TRICS database has been interrogated. The use of the TRICS database provides trip rates for Ordinary Goods Vehicle (OGV) movements for a variety of retail units, which allows flexibility in establishing an average trip rate should the existing and newly developed uses change over time.
- 4.3.2 The existing retail units off Station Road and High Street summarised in **Figure 4.1** have been established as 'Local Shops', with the TRICS database including a variety of small local retail units within town centre locations. The total floor area of the existing retail units is 2,778m².
- 4.3.3 The Marketfield site's proposed commercial units (**Figure 4.2**) have also been assessed using the TRICS database for, including allowance for Units 1 and 2 as a 'Convenience Store' use (as currently assumed) and the Cinema use at first floor level. For the remaining units, the use of these is flexible and may therefore vary from non-food retail to restaurant use. The TRICS database has therefore been interrogated based on these two uses for the Marketfield units to establish a range of vehicle movements that may be generated.
- 4.3.4 A full summary of the levels of servicing required for each use are also detailed on spreadsheet at **Appendix B**.
- 4.3.5 **Figure 4.3** summarises the calculated daily OGV movements from the TRICS assessments.

Unit*	Arrivals (Daily)	Departures (Daily)	Two-Way Traffic
Existing Local Shops	v30	27	57
Proposed Convenience Store	3	3	6
Proposed Cinema	1	1	2
Proposed Retail Units (All Non-Food); or	2	2	4
Proposed Retail Units (All Restaurant)	3	3	6
Total OGV Movements	36-37	33-34	69-71

Figure 4.3. Summary of Daily OGV Movements (main service area)

- 4.3.6 The results of the TRICS assessment indicate that the service yard would experience between 69 and 71 daily two-way delivery vehicle movements. The majority of these vehicle movements would occur outside of the traditional highway peak hours, 4 and 2 two-way vehicle movements calculated during the AM and PM peak hours respectively, associated with the existing Local Shops. The peak hours of activity at the service yard by OGVs would generally be between 06:00 and 08:00 hours.

4.3.7 The detailed spreadsheet at **Appendix B** also establishes the likely daily profile of service vehicle movements entering and exiting the main service yard. The service yard provides 7 formal spaces for OGVs to utilise at the northern section of the site. It is established by the spreadsheet that the variation in the use of the retail units will not vary the profile of arrivals and departures.

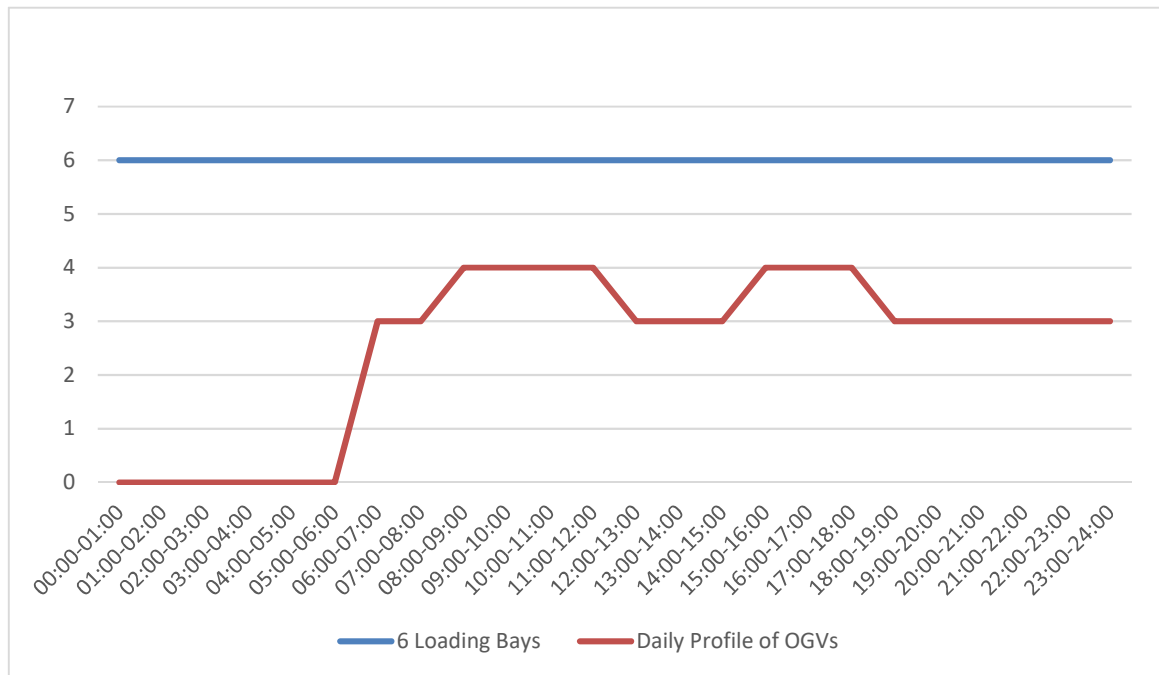


Figure 4.4 Profile of Delivery Arrivals and Departures (main service yard)

4.3.8 As confirmed above, the daily accumulation of goods vehicles across a typical weekday is likely to be low, with a maximum of 4 OGVs anticipated on site at any one time. This is principally due to the time required for loading and unloading, with the smaller units requiring space on site for only a short period. The proposed service yard arrangement therefore provides sufficient capacity to accommodate the number of delivery vehicle arrivals, with some flexibility for fluctuations and changes to unit types.

4.3.9 The residential properties on-site are likely to generate sporadic and infrequent deliveries with a minimal duration of loading activity. These deliveries would comprise general postal services and would be comfortably accommodated on-site via Marketfield Road at the southern site boundary.

4.3.10 The further figure below illustrates the likely levels of service vehicle activity in the southern (secondary) service yard area, associated with the proposed commercial units and 154 residential dwellings. A further detailed spreadsheet is provided at **Appendix B**. The levels of OGV traffic anticipated from the retail units have been derived from the approved trip rates for the residential use through planning consent 16/01066/F.

Unit*	Arrivals (Daily)	Departures (Daily)	Two-Way Traffic
Proposed 154 Flats	3	3	6
Proposed Retail Units (All Non-Food); or	1	1	2
Proposed Retail Units (All Restaurant)	2	2	4
Total OGV Movements	4-5	4-5	8-10

Figure 4.5. Summary of Daily OGV Movements (Secondary service area)

- 4.3.11 The results in **Figure 4.5** confirm that the proposed commercial units and residential flats would generate in the order of between 4 and 5 OGV movements per day, or 10 two-way vehicle movements. This assessment is likely to be robust since the majority of daily postal and refuse movements, for example would visit all sites at the same time (these have therefore been double-counted in the assessment).
- 4.3.12 As illustrated by the parking accumulation figures at **Appendix B**, the proposed service yard area would experience no more than 1 vehicle at any time and suitable management strategies are outlined later in this DSMP to ensure that this does not occur in practice.

4.4 Duration

- 4.4.1 Delivery vehicles required by the commercial uses would generally wait within the allocated servicing areas up to a maximum of 20 minutes per delivery to carry out all associated activity. Continuous loading activity will be enforced on-site during deliveries to ensure they do not exceed the necessary duration to complete.
- 4.4.2 General postal and courier deliveries generated by the on-site uses would not typically take longer than up to 5 minutes to complete, thus putting minimal pressure on the service yard capacity.
- 4.4.3 The residential units on-site would generate sporadic deliveries comprising postal deliveries which would be carried out using transit vans and occasional food deliveries using larger box vans. These deliveries would generally take between 5-10 minutes to complete.
- 4.4.4 As outlined previously, larger rigid vehicles may be required on rare occasions for removals during a change of tenancy on-site and for the prospective cinema and convenience store uses. It is anticipated that a maximum of 45 minutes would be adequate to carry out such loading activity. This longer duration of loading would be pre-planned and accommodated as part of an agreed delivery scheduled.

5 WASTE COLLECTION AND MANAGEMENT PROCEDURES

- 5.1.1 The commercial refuse store associated with the retail units 1, 2, 3, 4, 5, 8, 10 and 11 (as labelled on **Appendix A**) is accessible via the site's northern service road from Marketfield Way and is located behind units 4 & 5, as illustrated by the red marked areas on the extract below.
- 5.1.2 All refuse collection for the commercial units (i.e. the retail units and cinema) would be privately managed by the site coordinated by the management company and would be managed between private waste collections with remaining tenants and retailers. Residential refuse collections would be carried out by the Council, as part of an existing collection route through the local area.

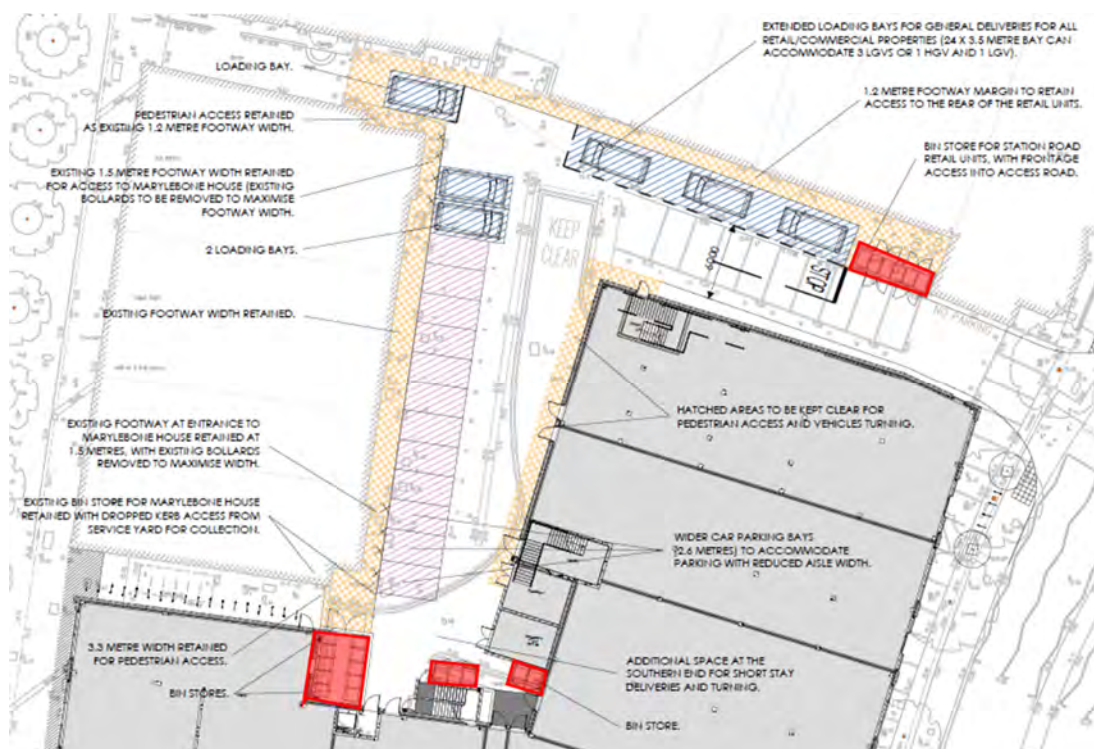


Figure 5.1. Commercial Bin Store Locations

- 5.1.3 Refuse vehicles would access the bin store by entering the site from Marketfield Way prior to manoeuvring within the northern section of the service yard and reversing a short distance towards the refuse store. Following collections, refuse vehicles would then proceed to egress the site safely in a forward gear. **Drawing 2016/3441/007**, attached, provides a swept path assessment to demonstrate a large refuse vehicle accessing the bin store shown above.
- 5.1.4 The layout of the serviced yard provides flexibility to provide additional space for refuse stores if required and this would be regularly monitored by the management company.

5.1.5 Commercial units 6, 7 and 9 would benefit from a separate refuse store, accessible via the southern service yard from Marketfield Road. The residential units would also be allocated a separate shared refuse store, with collections taking place from the same location within the site's southern service yard.

5.1.6 The refuse stores designated to these commercial and residential units are illustrated within **Figure 5.2**, below.

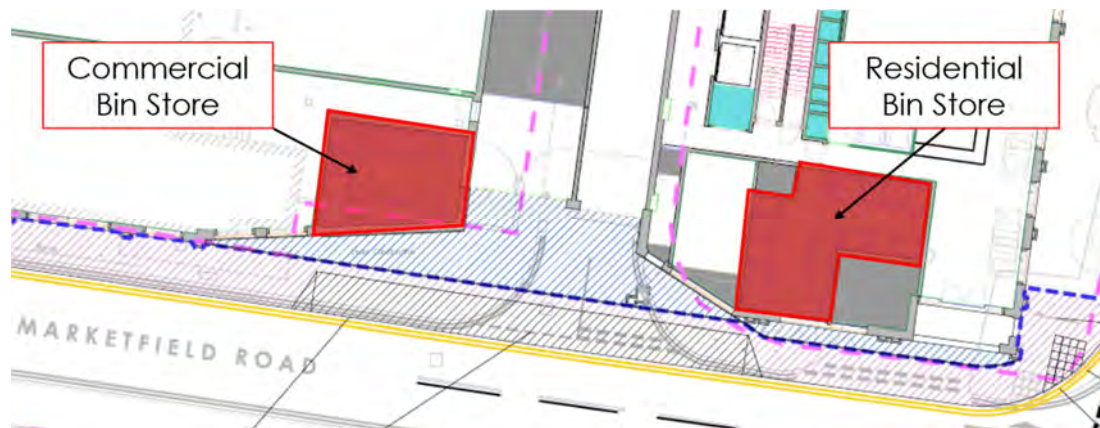


Figure 5.2. Commercial & Residential Bin Stores Adjacent to Marketfield Road

5.1.7 All waste collections would take place on-site within the allocated delivery and servicing areas outlined above. The bin stores have been designed to be lockable and have drainage points to keep the area clean and secure.

5.1.8 Where refuse collections can be co-ordinated between different on-site commercial uses, the site delivery manager will communicate between individual retail managers to plan a refuse collection schedule.

6 DELIVERY MANAGEMENT MEASURES

6.1.1 It is important that a range of measures are adopted by the delivery management company to ensure efficient and safe management of delivery and servicing vehicles to the site in order to minimise the impact of deliveries.

6.2 Service Yard Management

6.2.1 The maximum size of delivery vehicles permitted to carry out loading activity on-site is 8 metres in length. Any larger rigid vehicles (up to 10 metres in length) would be permitted following further permissions from the management company.

6.2.2 In the unlikely event that larger delivery vehicles access to the site without permission, in particular articulated HGVs, the delivery manager will assist in directing the driver safely out the site. If required, a banksman will be called to the site to provide additional assistance in guiding the vehicle. HGV activity will be recorded by the site delivery manager and the driver will be instructed not to access the site in future unless given formal permission from the delivery manager.

6.2.3 As outlined previously, on the rare occasion that an HGV is required on-site, such as during a change of commercial tenancy, prior notice must be provided in order to schedule the arrival. A banksman will be used to assist in manoeuvring the vehicle and guiding it in and out of the site. Suitable space is provided on site to allow an articulated vehicle to enter and leave the service yard in a forward gear, if this occurs.

6.2.4 Furthermore, the site delivery manager will direct LGVs to unoccupied loading bays on-site should there be simultaneous deliveries accruing at any given time. The delivery manager will look to resolve any potential conflict relating to deliveries taking place on-site as far as reasonably possible.

6.2.5 The site delivery manager will ensure that where larger delivery vehicles have entered the northern service yard, drivers will wait at the stop line to observe vehicle activity at the site access from Marketfield Way. When the access is clear, the vehicle may proceed to egress the site. If other delivery vehicles are attempting to access the site, the driver will wait until the vehicle has passed prior to egressing onto Marketfield Way.

6.2.6 All deliveries are to be scheduled outside of the conventional highway peak hour periods (08:00 – 09:00 and 17:00 – 18:00 hours), in order to limit congestion on the site's access points from Marketfield Way and reduce the impact on the local highway network.

6.2.7 It is the responsibility of the delivery manager on-site to observe that continual loading activity is undertaken during scheduled deliveries in order to prevent congestion within the service yard. Larger deliveries requiring a longer duration of loading activity would be planned as part of the delivery schedule to minimise the impact on the service yard capacity.

- 6.2.8 The site delivery manager will ensure unused loading bays are kept clear at all times and will take appropriate measure to remove obstacles if present. Additionally, bin stores are to be kept clear and appropriately organised for refuse collections.
- 6.2.9 Appropriate measures would be taken to ensure that parking activity associated with residents does not overflow into the service yards. Clear signage and road markings will be maintained within the site's servicing areas and residents would be instructed that these areas are reserved for the purposes of delivery and servicing activity only.
- 6.2.10 Any unlawful parking or loading activity on-site will be reported by the site delivery manager to the relevant authority and problematic behaviour will be monitored. CCTV will be in operational at the site to help prevent such activity. Greater detail regarding the enforcement of these measures is provided below in Section 6.6 of this document.

6.3 Freight Operator Schemes

- 6.3.1 For regular scheduled deliveries from London, the occupants of the retail units are to be encouraged to subscribe to a freight operator which is an active member of the Transport for London's Fleet Operator Recognition Scheme (FORS).
- 6.3.2 FORS is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry. The site delivery manager will inform and encourage the use of FORS subscribed operators.
- 6.3.3 Owing to the sporadic nature of deliveries generated by residential uses, the future site occupants associated with the upper floor residential properties would not contract regular freight operators to carry out delivery and servicing requirements, hence schemes such as Transport for London's Fleet Operator Recognition Scheme (FORS) would not necessarily be appropriate to commit to for this on-site use.

6.4 Communication

- 6.4.1 Communication between the different uses on-site is essential to provide an effective approach to limiting the impact of deliveries, principally with regard to the potential impact of retail deliveries on the prospective site residents. Efficient use of the on-site delivery bays would help to ensure all delivery activity generated is contained within the designated areas without obstructing residential access for example.
- 6.4.2 The site delivery manager will act as the central point of communication for all uses on-site and will address the relevant site occupants where necessary. If required, the site delivery manager will arrange meetings to be held with residents and the respective management of the commercial units to resolve delivery / operational conflicts between site occupants.

6.4.3 A delivery schedule will be prepared in order to reduce the overlap of delivery vehicle arrivals. The site delivery manager will communicate with each occupant of the commercial uses on-site and will produce a suitable and agreeable delivery schedule to be issued to each occupant following its completion.

6.4.4 The appropriate management of each individual on-site use (with exception of the residential dwellings) would be responsible for contributing towards the delivery schedule.

6.5 Information

6.5.1 The site delivery manager will inform commercial tenants of any change made to the agreed delivery schedule and will provide up-to-date copies of the schedule for each commercial unit on-site.

6.5.2 It is the responsibility of the site delivery manager to inform employees and residents of the refuse / recycling processes to ensure that they are fully aware of the requirements. This approach will be maintained via up-to-date information placed on the staff / resident's notice board.

6.5.3 If requested, the site delivery manager will provide relevant information to assist with the safe loading and unloading of goods from delivery vehicles.

6.5.4 Information relating to freight operator schemes such as FORS will be made available to commercial tenants at the site. Additionally, the site delivery manager will provide information regarding route finding and mapping tools to commercial tenants if requested, in order to maximise the efficiency of the site's delivery schedule.

6.6 Monitoring and Enforcement

6.6.1 The site delivery manager will ensure all deliveries made to the site follow the agreed delivery schedule as closely as possible. Any occupant generating unscheduled deliveries will be monitored and such delivery activity will be recorded by the site manager to be reported to the land owner if necessary. The delivery schedule will be reviewed on a regular basis, as well as following any change of commercial tenancy on-site.

6.6.2 A delivery checklist will be prepared by the site delivery manager in order to record all delivery activity generated on-site. Deliveries will be continually monitored in order to identify any potential issues with the agreed delivery schedule and to maintain the efficient use of the service yard.

6.6.3 Any potential issues or operational conflict between individual site tenants regarding delivery activity and any unauthorised vehicle activity will be recorded by the delivery manager to report to the relevant authority if required.

- 6.6.4 Signs are to be installed which instruct clear delivery and parking information at the designated services yards and residential parking areas. These signs would be well-lit and professionally printed with anti-graffiti coating, as well as complying with legislation for off-street parking. Road markings and parking bays are also to be clearly marked and maintained to assist in informing delivery drivers and residents where associated servicing and parking activity is permitted on-site.
- 6.6.5 There would not be any barrier control system installed at the vehicular access to the car park. This approach may be considered after occupation of the site if a significant level of 'parking abuse' was observed.
- 6.6.6 Parking permits would be issued and monitored to prevent any potential over-use of the residential parking bays. Repeated parking offences would result in the vehicle owner's permit being revoked.
- 6.6.7 CCTV surveillance will be in operation and maintained at all times to enable efficient enforcement of the measures outlined within this DSMP. The service yard manager would work closely with local police to enhance security on-site should recurring delivery and / or parking offences be observed.

7 SUMMARY OF MANAGEMENT COMPANY RESPONSIBILITIES

7.1.1 The following section provides a summary of responsibilities held by the delivery management company during the site's operation:

Service Yard Management

- (i) Assist with guiding delivery vehicles in and out the site's service yard, with the use of a banksman where necessary;
- (ii) Prepare a comprehensive delivery schedule with deliveries arranged outside of conventional highway peak hours;
- (iii) Ensure continuous loading activity is undertaken during scheduled deliveries;
- (iv) Keep loading bays and bin store access clear; and
- (v) Contract a cleaning company to maintain the refuse store when necessary.

Communication

- (vi) Act as central point of communication between all on-site uses;
- (vii) Co-ordinate an agreed delivery and refuse collection schedule with site occupants;
- (viii) Arrange meetings with site occupants if required;
- (ix) Resolve delivery and operational conflicts between individual on-site uses;

Information

- (x) Inform tenants of delivery and refuse collection processes and provide up-to-date information;
- (xi) Provide information relating to route planning and mapping tools if required;
- (xii) Ensure that all site occupants are informed about any changes made to the delivery schedule; and

- (xiii) Inform and encourage the sites commercial occupants to participate with relevant schemes i.e. FORS.

Monitoring

- (xiv) On-going monitoring of deliveries and record all associated activity;
- (xv) Continually review the delivery schedule on a regular basis to maximise efficient use of the site's service yards;
- (xvi) Prepare a delivery checklist to record all daily delivery and service vehicle visits to the site, to be cross-checked with the agreed schedule; and
- (xvii) Report any unauthorised vehicle activity or operational conflict between site tenants regarding deliveries.

8 SUMMARY AND CONCLUSIONS

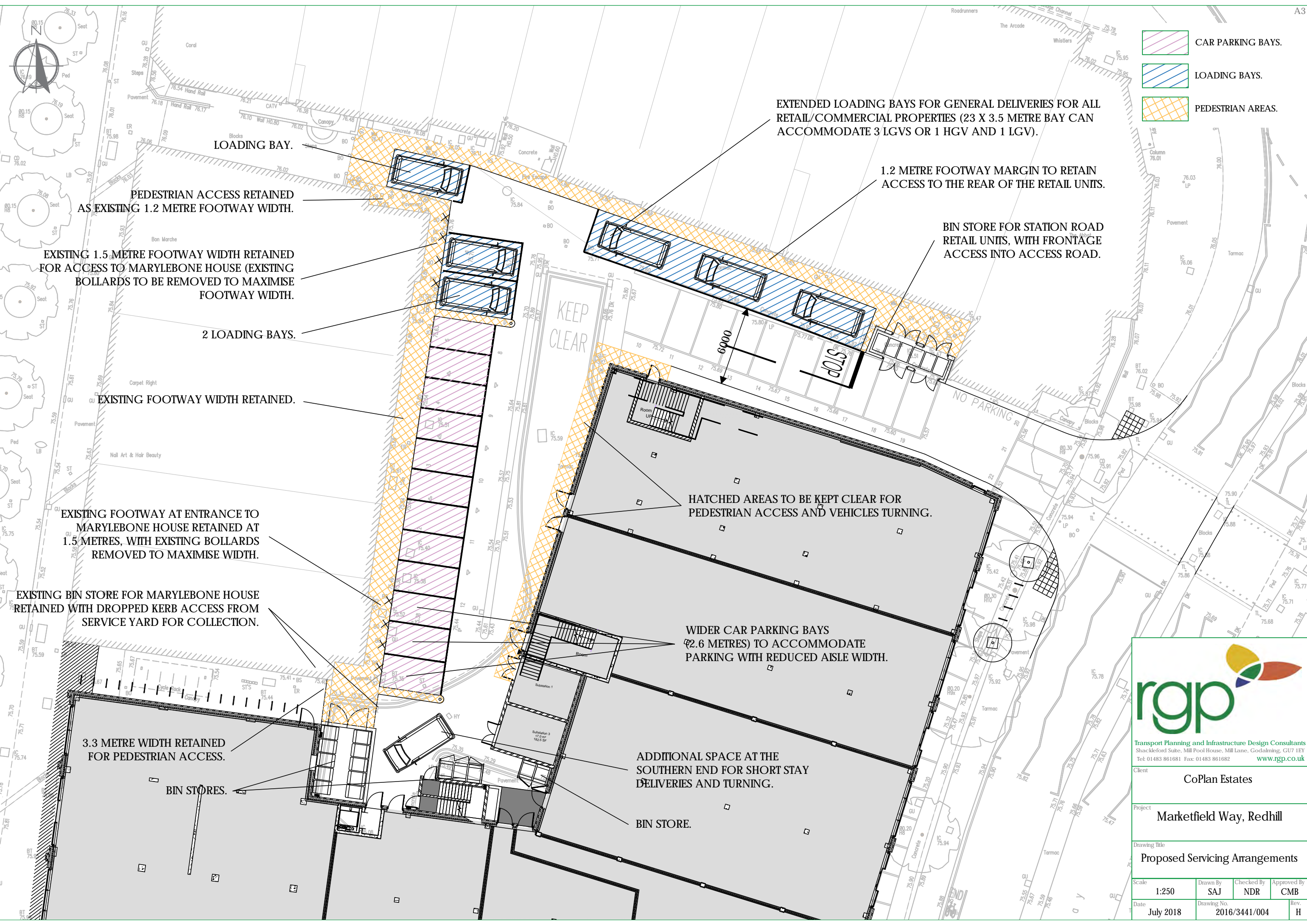
8.1.1 This Delivery and Servicing Management Plan sets out a number of clearly defined procedures relating to the delivery and servicing requirements associated with the mixed-use development at Marketfield Way, Redhill.




8.1.2 This report demonstrates the following:

- (i) Servicing will commonly be undertaken by transit vans and 8m x 1.2m box vans, accessible from Marketfield Way to the east the site. Unless pre-authorised, no articulated HGVs are permitted on-site at any time;
- (ii) All delivery and servicing activity will be carried out safely on-site within the allocated service yards and delivery bays;
- (iii) Approximately 34 - 36 delivery / servicing vehicle arrivals would be generated by the site daily, inclusive of all uses on-site. Deliveries would take place outside of the highway peak hours and would have a maximum duration of 20 minutes unless approved prior to arrival;
- (iv) Separate secure refuse stores will be provided on-site for both the retail and residential uses on-site, accessible from Marketfield Way. Appropriate refuse and recycling collection arrangements would be made, with all collections taking place on-site within the allocated servicing areas;
- (v) Deliveries and waste collection will be coordinated as far as is reasonable to reduce pressure on the site's service yard capacity. Continuing communication will take place between the operative managers of the residential and retail uses at the site to provide further coordination and to inform of any anticipated changes to delivery schedules;
- (vi) A series of clearly defined measures are detailed within this document to be applied by the delivery management company contracted at the site.



DRAWINGS



-  CAR PARKING BAYS.
-  LOADING BAYS.
-  PEDESTRIAN AREAS.

EXTENDED LOADING BAYS FOR GENERAL DELIVERIES FOR ALL RETAIL/COMMERCIAL PROPERTIES (23 X 3.5 METRE BAY CAN ACCOMMODATE 3 LGVS OR 1 HGV AND 1 LGV).

1.2 METRE FOOTWAY MARGIN TO RETAIN ACCESS TO THE REAR OF THE RETAIL UNITS.

BIN STORE FOR STATION ROAD RETAIL UNITS, WITH FRONTAGE ACCESS INTO ACCESS ROAD.

LOADING BAY.

PEDESTRIAN ACCESS RETAINED AS EXISTING 1.2 METRE FOOTWAY WIDTH.

EXISTING 1.5 METRE FOOTWAY WIDTH RETAINED FOR ACCESS TO MARYLEBONE HOUSE (EXISTING BOLLARDS TO BE REMOVED TO MAXIMISE FOOTWAY WIDTH).

2 LOADING BAYS.

EXISTING FOOTWAY WIDTH RETAINED.

EXISTING FOOTWAY AT ENTRANCE TO MARYLEBONE HOUSE RETAINED AT 1.5 METRES, WITH EXISTING BOLLARDS REMOVED TO MAXIMISE WIDTH.

EXISTING BIN STORE FOR MARYLEBONE HOUSE RETAINED WITH DROPPED KERB ACCESS FROM SERVICE YARD FOR COLLECTION.

3.3 METRE WIDTH RETAINED FOR PEDESTRIAN ACCESS.

BIN STORES.

KEEP CLEAR

HATCHED AREAS TO BE KEPT CLEAR FOR PEDESTRIAN ACCESS AND VEHICLES TURNING.

WIDER CAR PARKING BAYS (2.6 METRES) TO ACCOMMODATE PARKING WITH REDUCED AISLE WIDTH.

ADDITIONAL SPACE AT THE SOUTHERN END FOR SHORT STAY DELIVERIES AND TURNING.

BIN STORE.



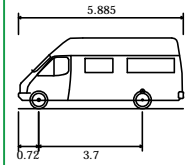
rgp
 Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client: CoPlan Estates

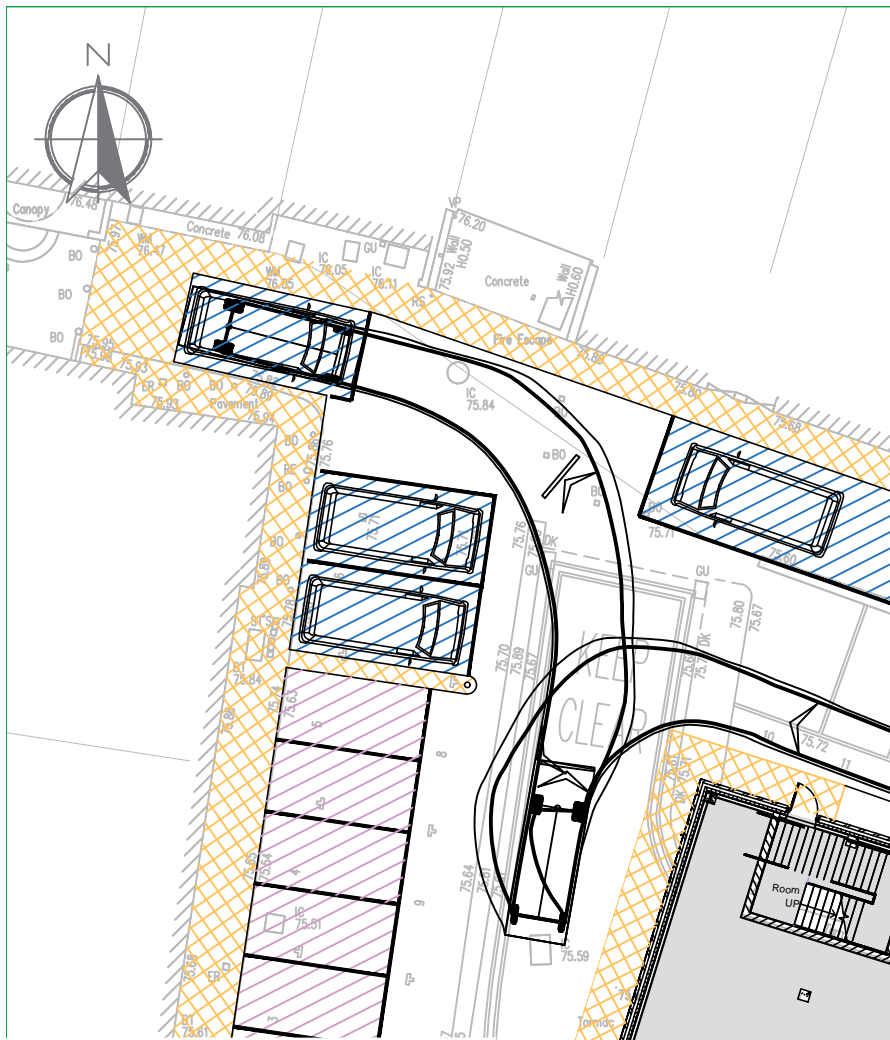
Project: Marketfield Way, Redhill

Drawing Title: Proposed Servicing Arrangements

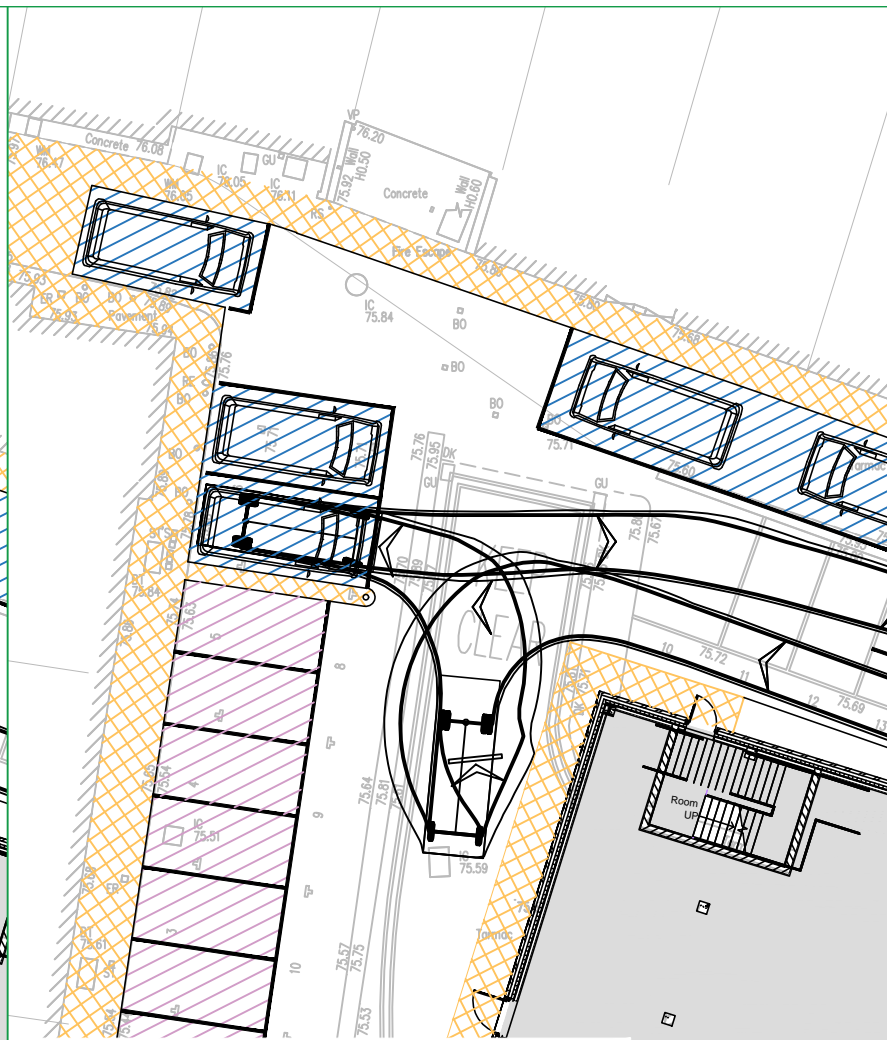
Scale: 1:250	Drawn By: SAJ	Checked By: NDR	Approved By: CMB
Date: July 2018	Drawing No.: 2016/3441/004	Rev.: H	



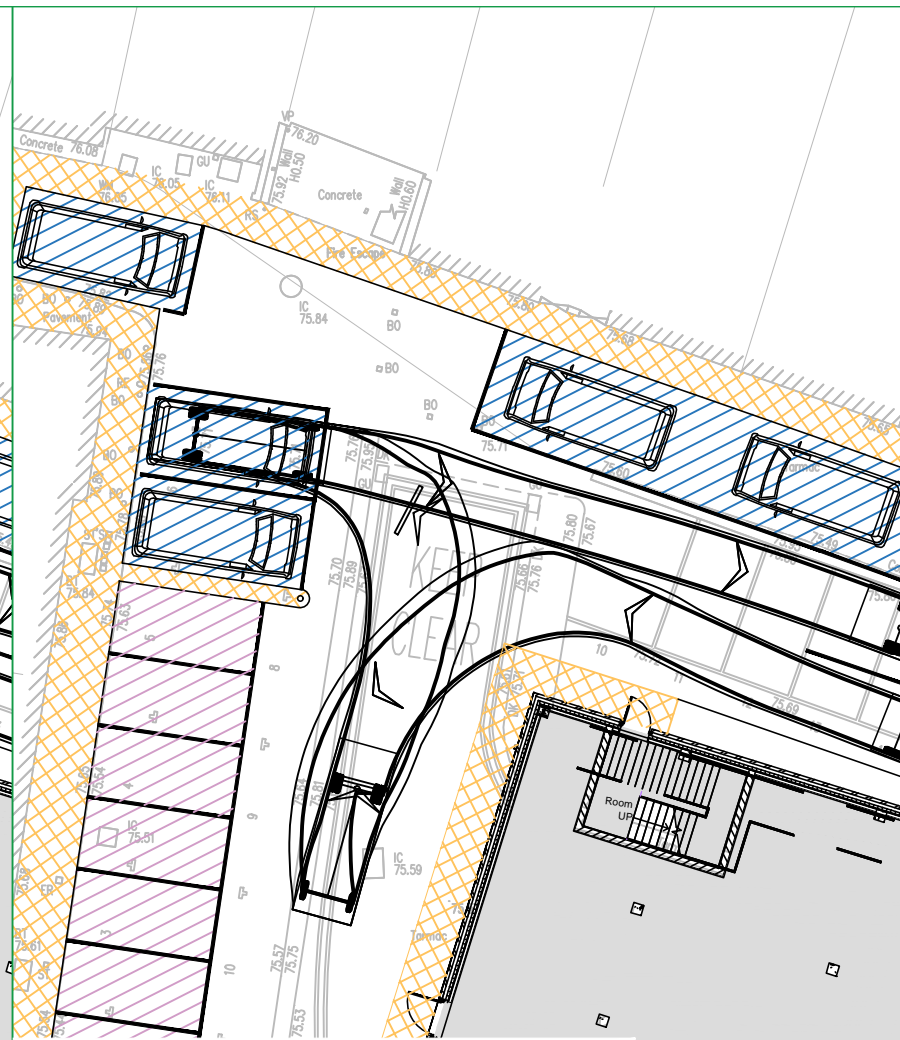
4.6t Light Van
 Overall Length 5.885m
 Overall Width 2.000m
 Overall Body Height 2.526m
 Min Body Ground Clearance 0.299m
 Track Width 1.765m
 Lock to lock time 4.00s
 Kerb to kerb turning radius 6.000m



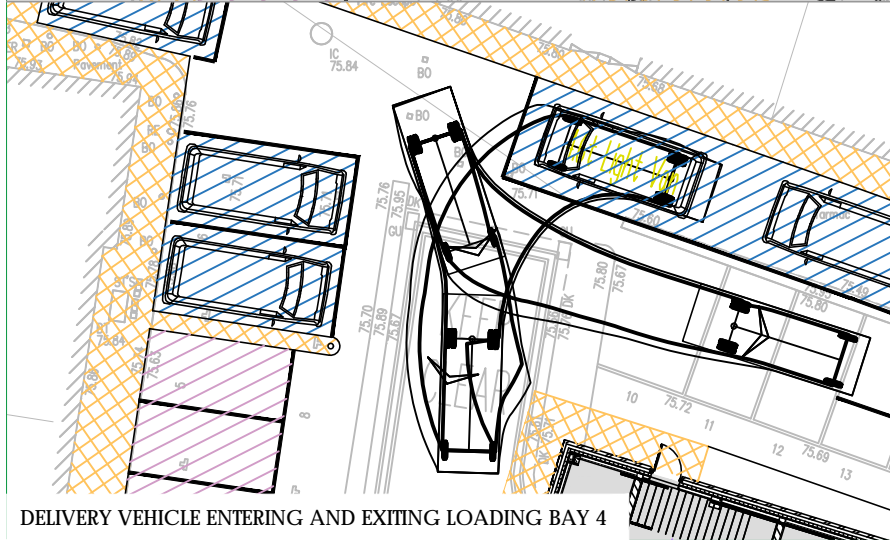
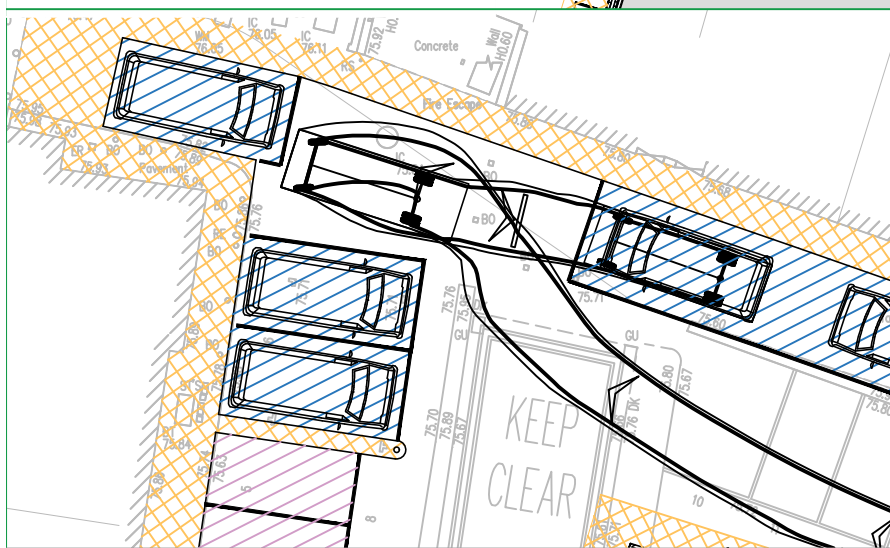
DELIVERY VEHICLE ENTERING LOADING BAY 1



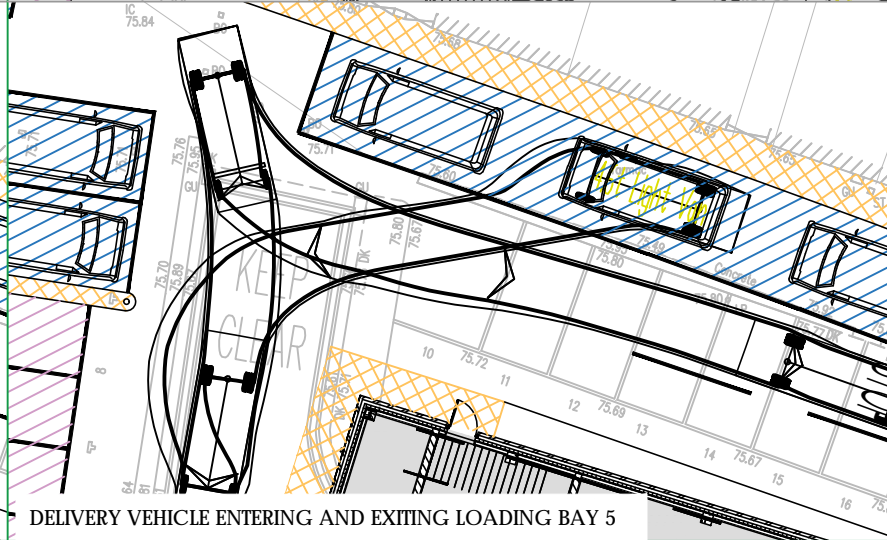
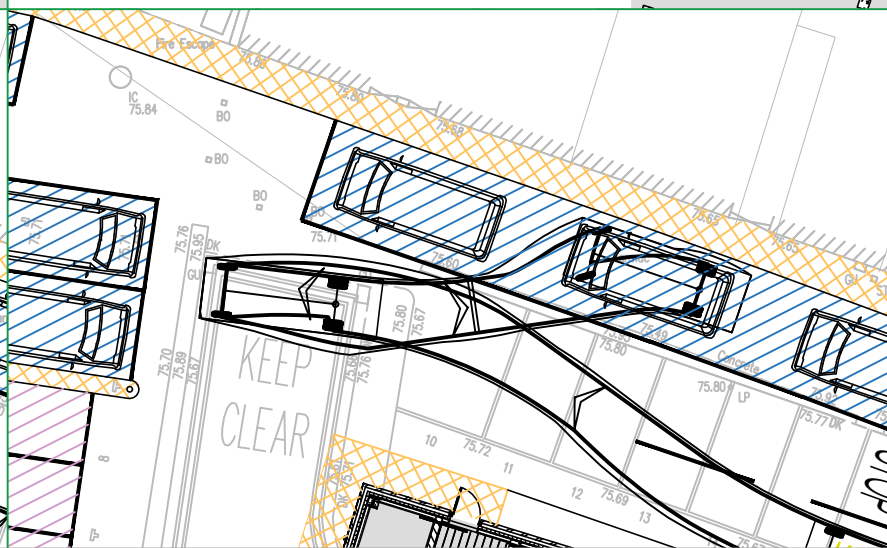
DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 2



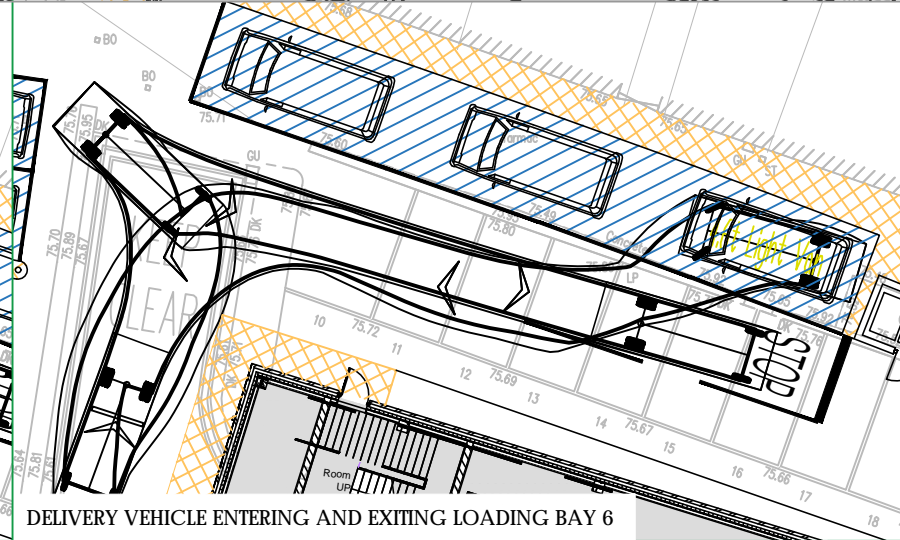
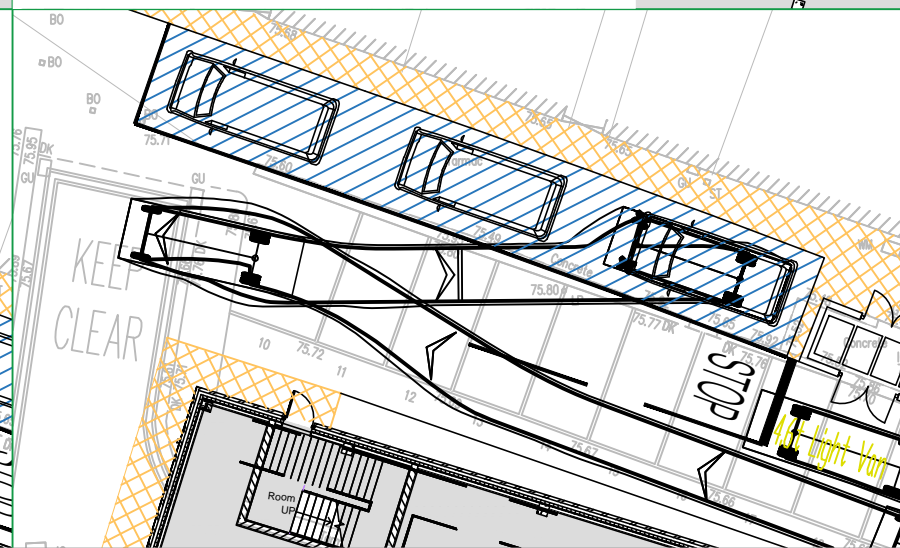
DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 3



DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 4



DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 5



DELIVERY VEHICLE ENTERING AND EXITING LOADING BAY 6



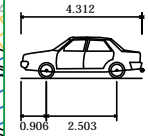
Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client
 Coplan Estates

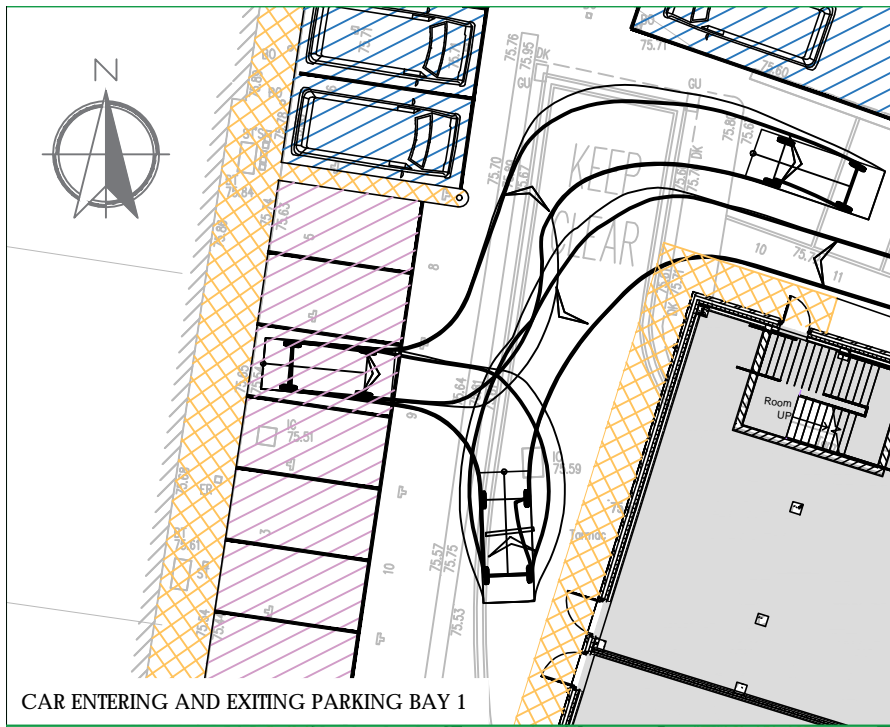
Project
 Marketfield Road, Redhill

Drawing Title
 Delivery Vehicle Swept Path Assessment

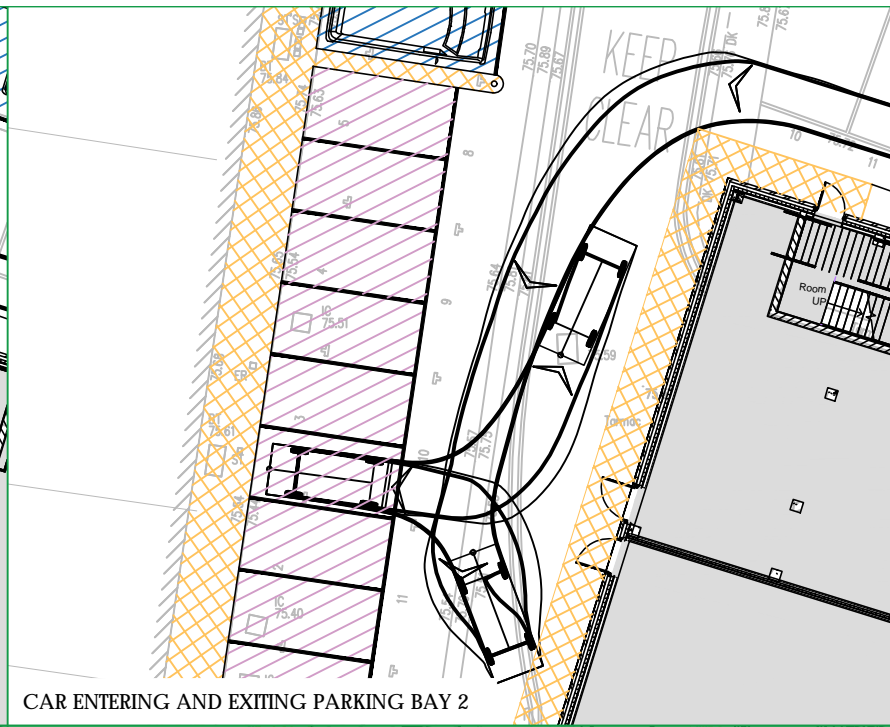
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Date	July 2018	Drawing No.	2016/3441/005		Rev.	H	



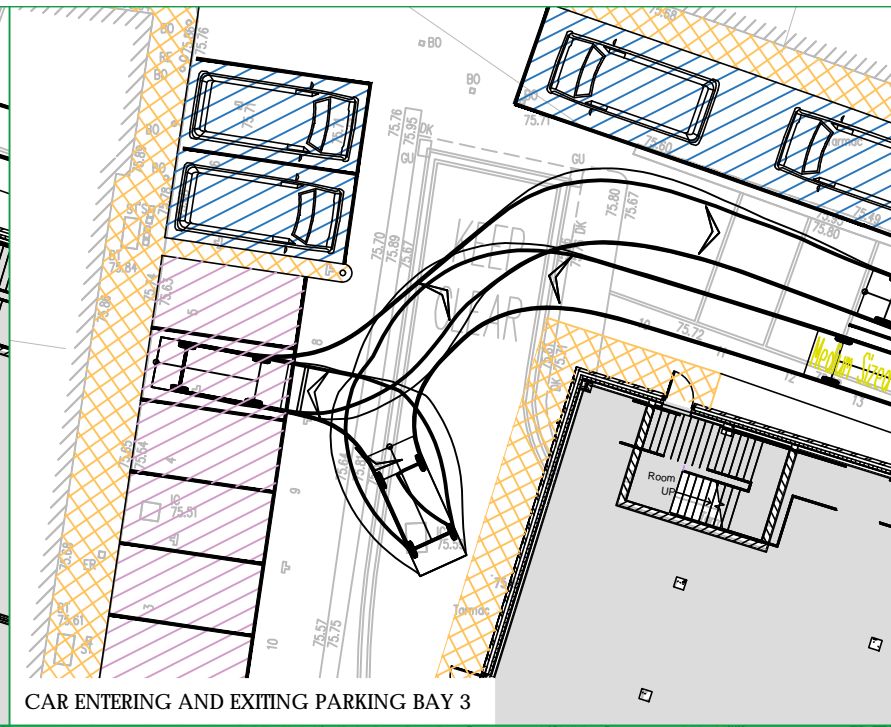
Medium Sized Car
 Overall Length 4.319m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.042m



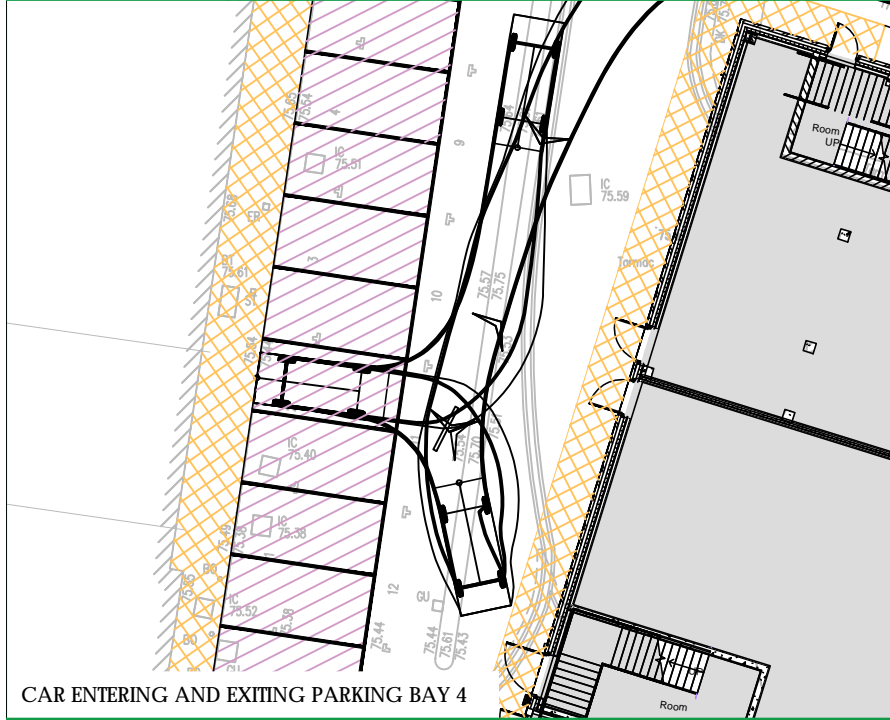
CAR ENTERING AND EXITING PARKING BAY 1



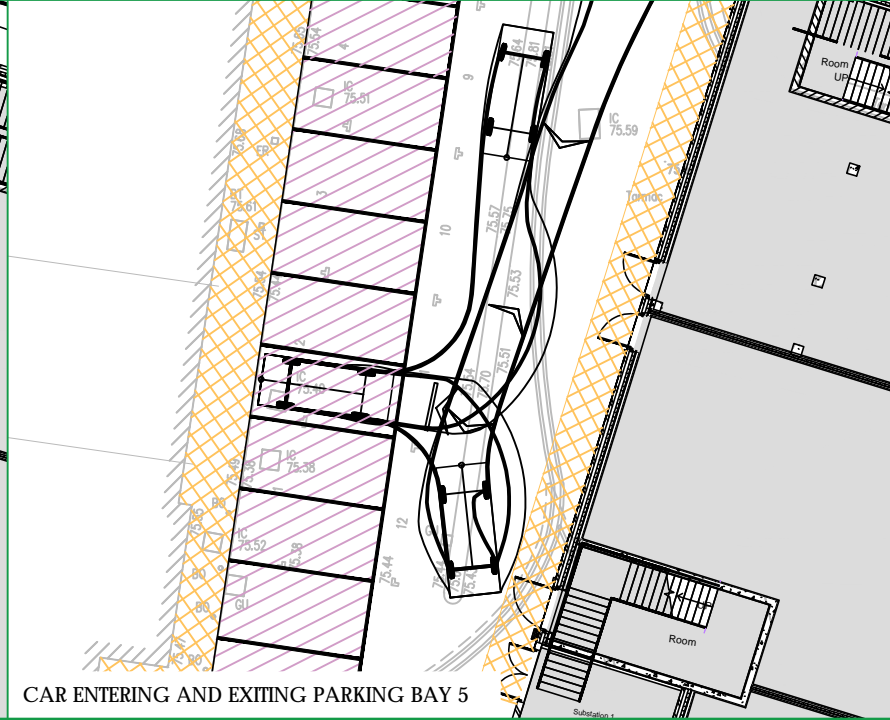
CAR ENTERING AND EXITING PARKING BAY 2



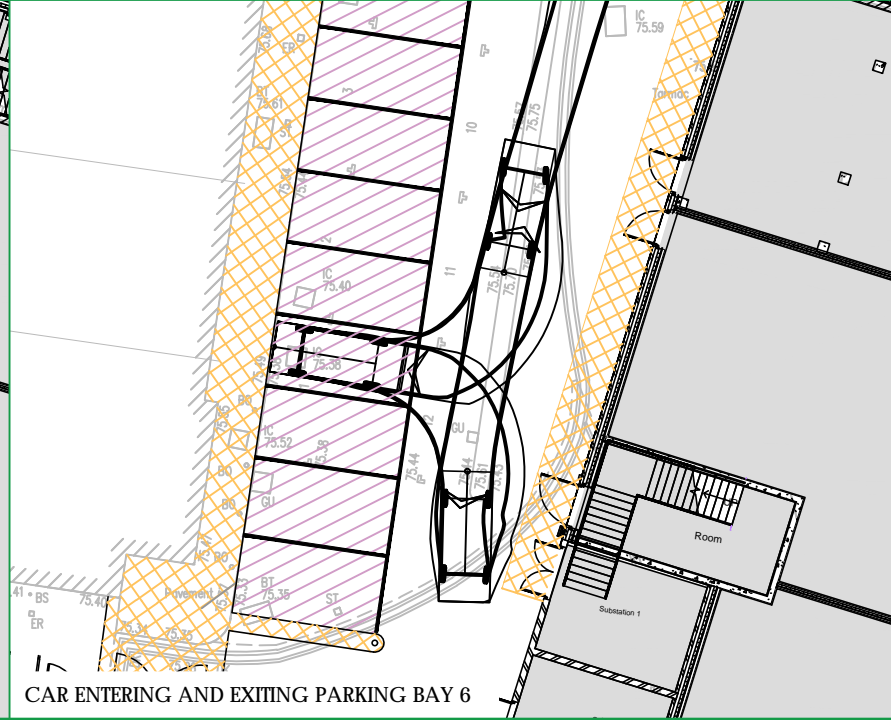
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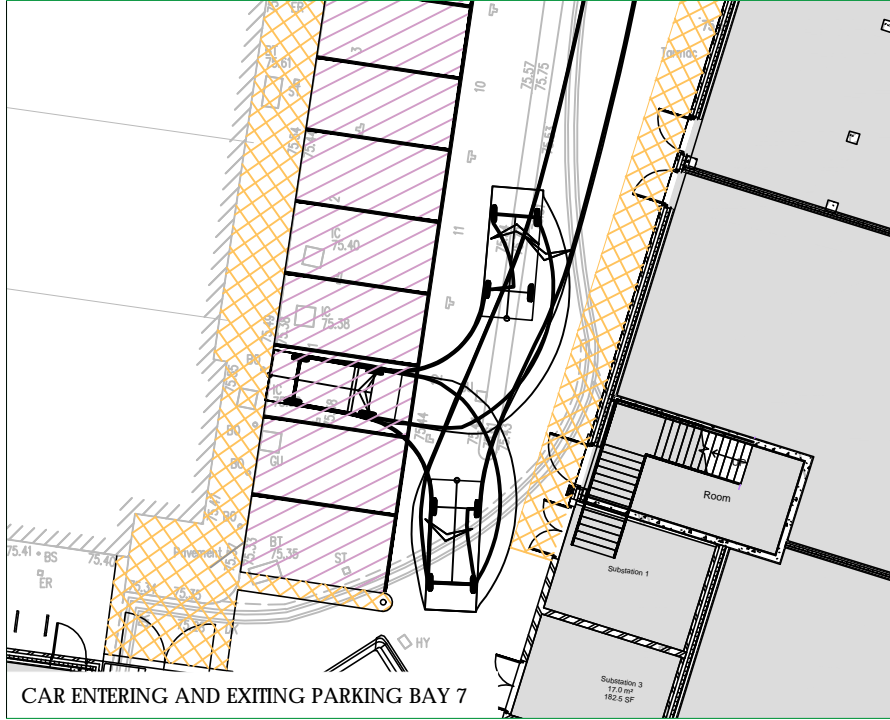
CAR ENTERING AND EXITING PARKING BAY 4



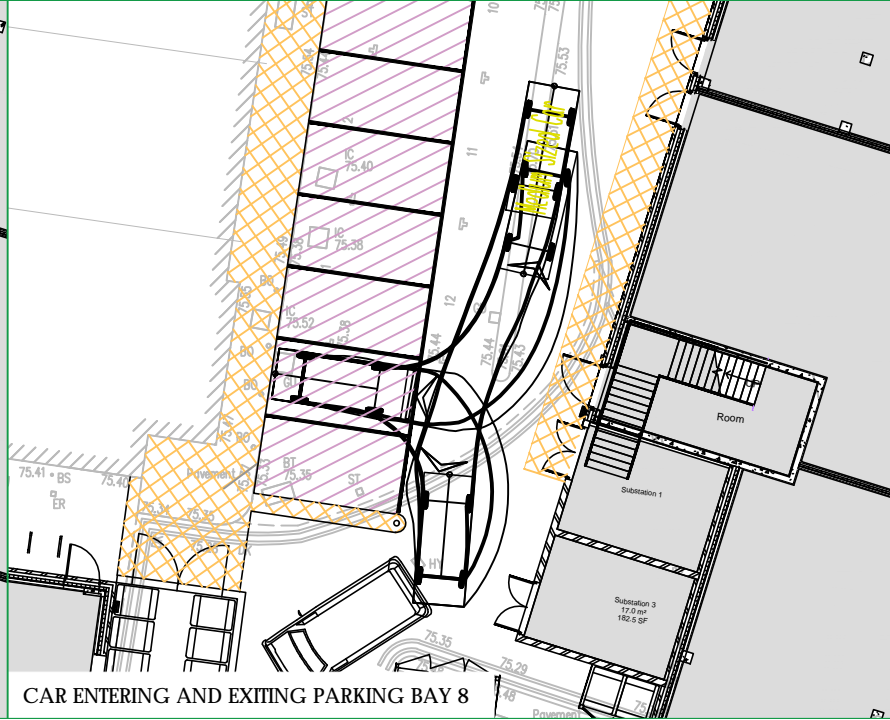
CAR ENTERING AND EXITING PARKING BAY 5



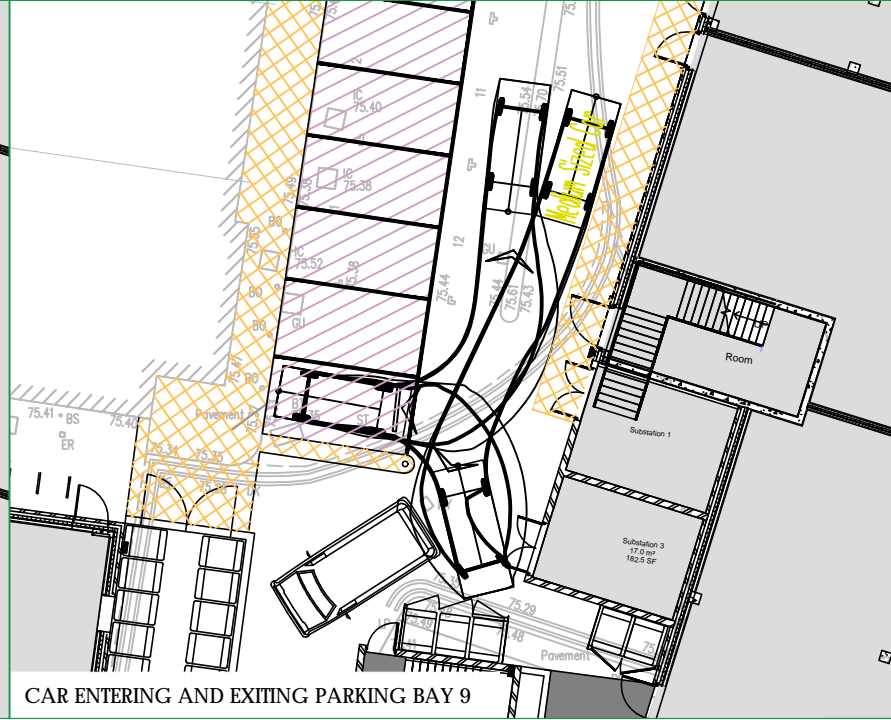
CAR ENTERING AND EXITING PARKING BAY 6



CAR ENTERING AND EXITING PARKING BAY 7



CAR ENTERING AND EXITING PARKING BAY 8



CAR ENTERING AND EXITING PARKING BAY 9

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 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

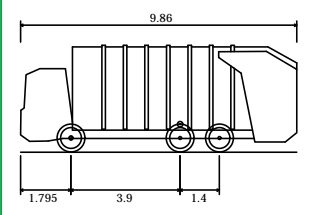
Client
 Coplan Estates

Project
 Marketfield Road, Redhill

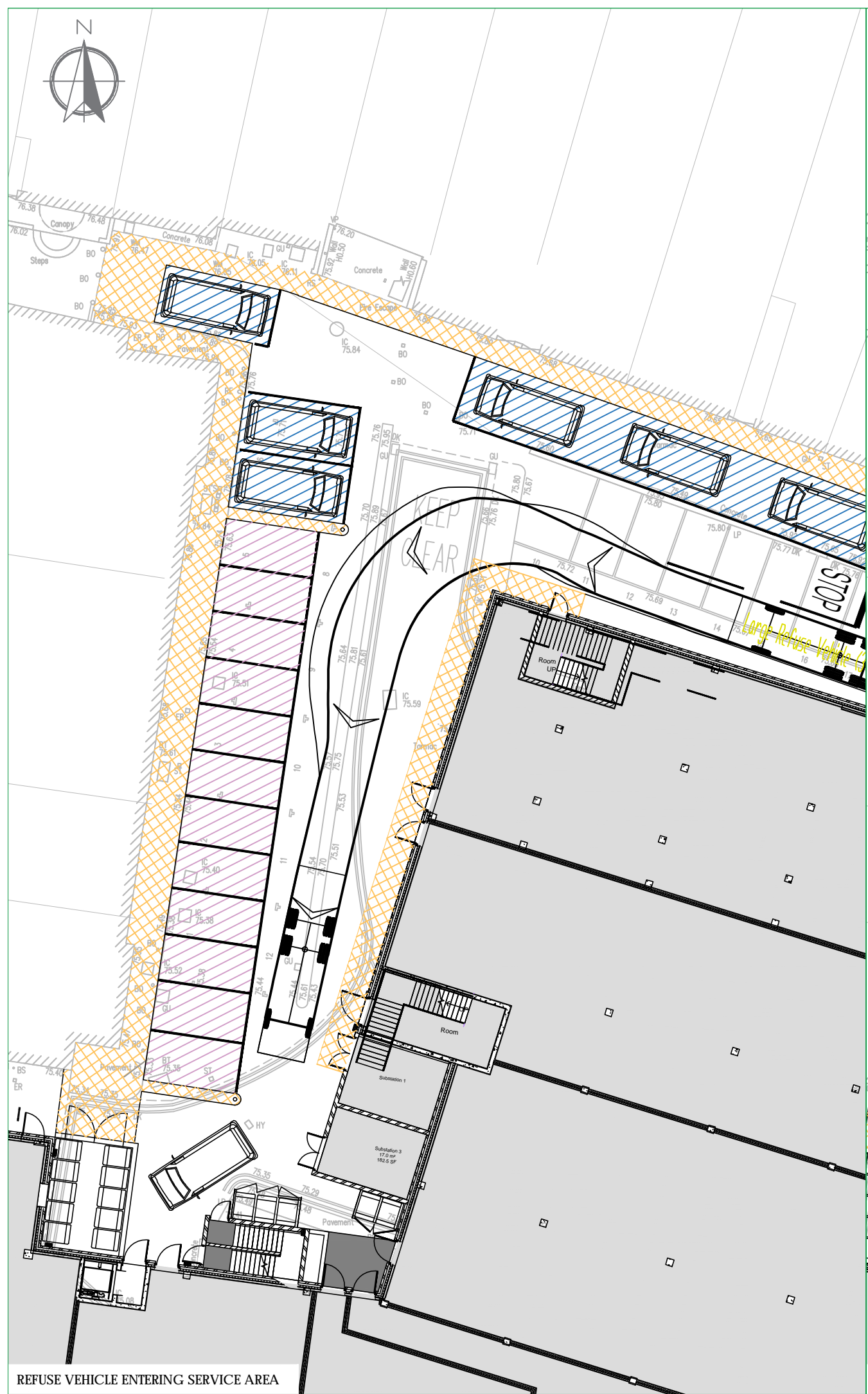
Drawing Title
 Car Parking
 Swept Path Assessment

Scale	1:250	Drawn By	SAJ	Checked By	NDR	Approved By	CMB
Date	July 2018	Drawing No.	2016/3441/006		Rev.	E	

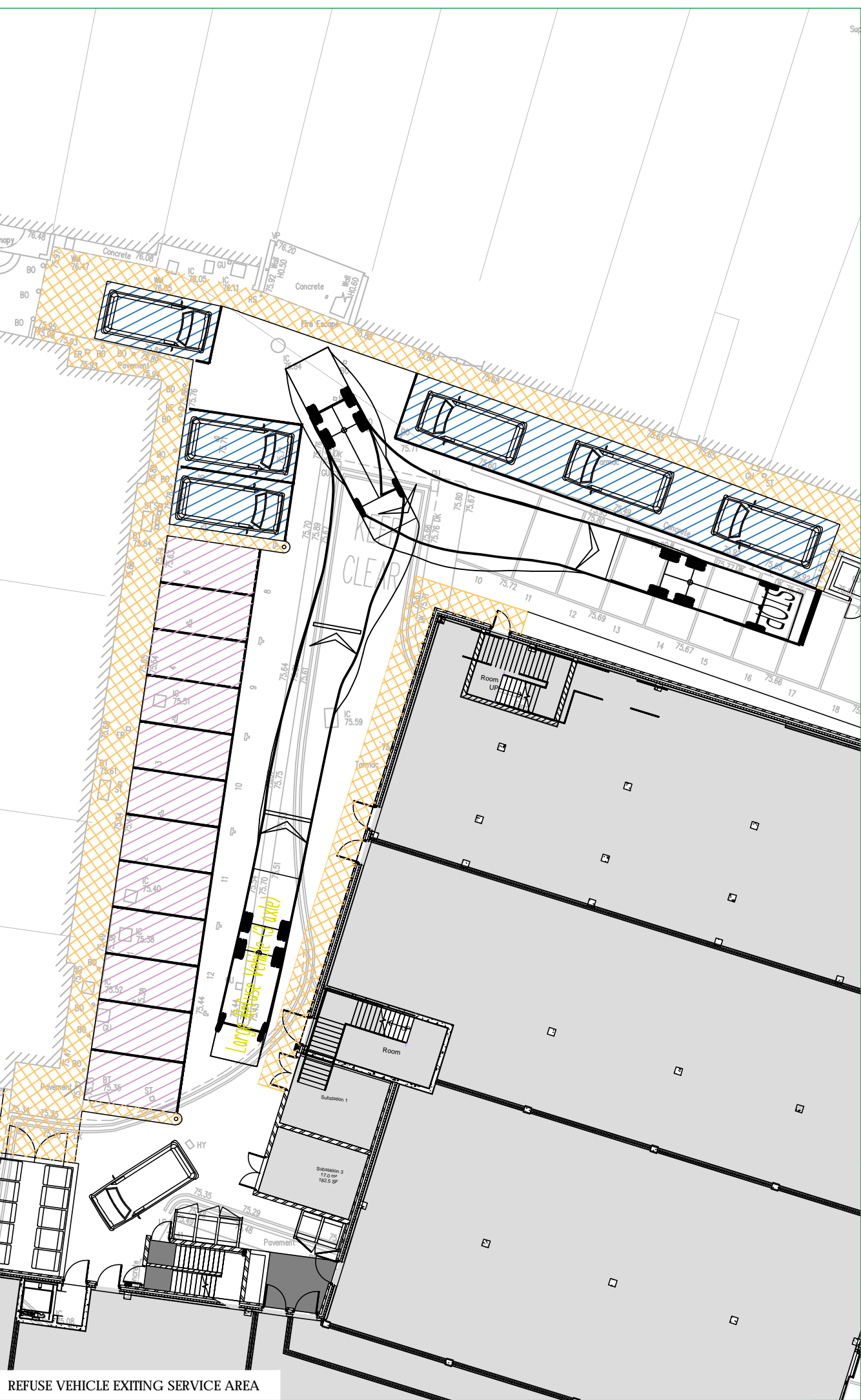
NOTES



Large Refuse Vehicle (3 axle)
 Overall Length 9.860m
 Overall Width 2.450m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.366m
 Track Width 2.450m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



REFUSE VEHICLE ENTERING SERVICE AREA



REFUSE VEHICLE EXITING SERVICE AREA



Client
 Coplan Estates

Project
 Marketfield Road, Redhill

Drawing Title
 Refuse Vehicle Swept Path Assessment

Scale	1:250	Drawn By	SAJ	Checked By	NDR	Approved By	CMB
Date	July 2018	Drawing No.	2016/3441/007		Rev.	F	



APPENDIX A



EXISTING AND PROPOSED
UNITS TO BE SERVICED

LEGEND

SITE LOCATION



Transport Planning and Infrastructure Design Consultants
 Shackleton Suite, Mill Pool House, Mill Lane,
 Godalming, Surrey, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client:			
Coplan Estates Ltd			
Project:			
Marketfield Road, Redhill			
Title:			
Proposed Site Ground Floor Plan			
Plan No:	Job No:	Date:	
-	16/3441	April 2018	
Drawn By:	Checked By:	Approved By:	Rev:
JLM	SAJ	SAJ	-



APPENDIX B

16/3441 Markefield Way, Redhill

Summary of Service Vehicle Movements (Secondary Service Area)

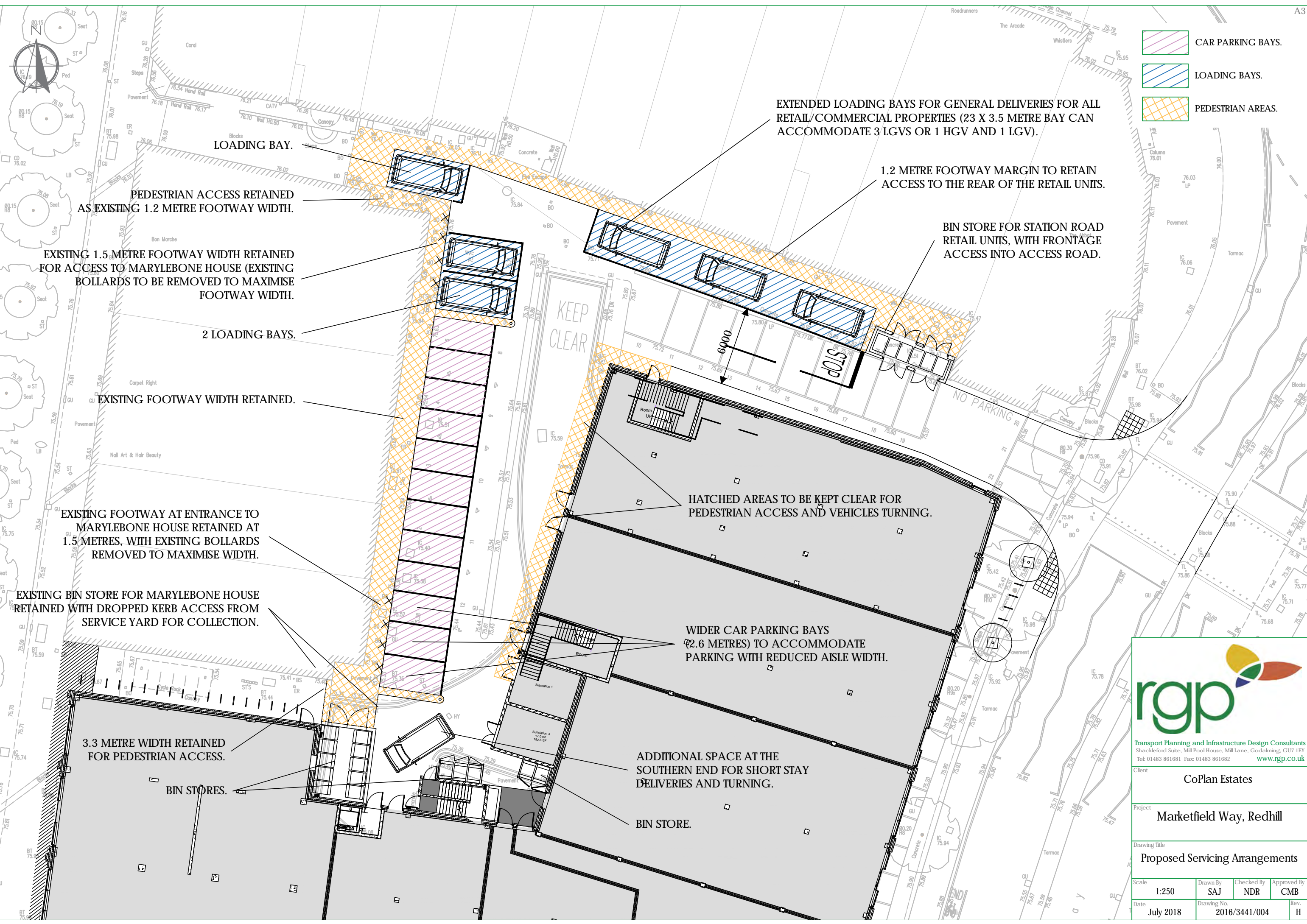


UNIT SCHEDULE	
No.	Floor Area (sqm)
6	844.5
7	222.5
9	279.3
Total	1346.3
154	Flats

Time Period	Proposed Flats 154						Restaurant 1346.3						Non-food Retail 1346.3					
	Arrivals		Departures		Two-way		Arrivals		Departures		Two-way		Arrivals		Departures		Two-way	
	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic	Trip Rate	Traffic
00:00-01:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
01:00-02:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
02:00-03:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
03:00-04:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
04:00-05:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
05:00-06:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
06:00-07:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
07:00-08:00	0.002	1	0.003	1	0.005	2	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
08:00-09:00	0.001	0	0.001	0	0.002	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
09:00-10:00	0.001	0	0.001	0	0.002	0	0.000	0	0.016	0	0.016	0	0.016	0	0.016	0	0.032	0
10:00-11:00	0.001	0	0.001	0	0.002	0	0.084	1	0.084	1	0.168	2	0.000	0	0.000	0	0.000	0
11:00-12:00	0.003	1	0.002	1	0.005	2	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
12:00-13:00	0.003	1	0.003	1	0.006	2	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
13:00-14:00	0.001	0	0.001	0	0.002	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
14:00-15:00	0.002	0	0.001	0	0.003	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
15:00-16:00	0.001	0	0.001	0	0.002	0	0.000	0	0.000	0	0.000	0	0.032	1	0.032	1	0.064	2
16:00-17:00	0.001	0	0.001	0	0.002	0	0.037	1	0.037	1	0.074	2	0.000	0	0.000	0	0.000	0
17:00-18:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
18:00-19:00	0.001	0	0.000	0	0.001	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
20:00-21:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
21:00-22:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
22:00-23:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
23:00-24:00	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.017	3	0.015	3	0.032	6	0.121	2	0.137	2	0.258	4	0.048	1	0.048	1	0.096	2

Time Period	Parking Accumulation	
	Restaurant	Non-Food
00:00-01:00	0	0
01:00-02:00	0	0
02:00-03:00	0	0
03:00-04:00	0	0
04:00-05:00	0	0
05:00-06:00	0	0
06:00-07:00	0	0
07:00-08:00	1	1
08:00-09:00	0	0
09:00-10:00	0	0
10:00-11:00	1	0
11:00-12:00	1	1
12:00-13:00	1	1
13:00-14:00	0	0
14:00-15:00	0	0
15:00-16:00	1	0
16:00-17:00	1	0
17:00-18:00	0	0
18:00-19:00	0	0
19:00-20:00	0	0
20:00-21:00	0	0
21:00-22:00	0	0
22:00-23:00	0	0
23:00-24:00	0	0

ANNEX K



- CAR PARKING BAYS.
- LOADING BAYS.
- PEDESTRIAN AREAS.

EXTENDED LOADING BAYS FOR GENERAL DELIVERIES FOR ALL RETAIL/COMMERCIAL PROPERTIES (23 X 3.5 METRE BAY CAN ACCOMMODATE 3 LGVS OR 1 HGV AND 1 LGV).

1.2 METRE FOOTWAY MARGIN TO RETAIN ACCESS TO THE REAR OF THE RETAIL UNITS.

BIN STORE FOR STATION ROAD RETAIL UNITS, WITH FRONTAGE ACCESS INTO ACCESS ROAD.

LOADING BAY.

PEDESTRIAN ACCESS RETAINED AS EXISTING 1.2 METRE FOOTWAY WIDTH.

EXISTING 1.5 METRE FOOTWAY WIDTH RETAINED FOR ACCESS TO MARYLEBONE HOUSE (EXISTING BOLLARDS TO BE REMOVED TO MAXIMISE FOOTWAY WIDTH).

2 LOADING BAYS.

EXISTING FOOTWAY WIDTH RETAINED.

EXISTING FOOTWAY AT ENTRANCE TO MARYLEBONE HOUSE RETAINED AT 1.5 METRES, WITH EXISTING BOLLARDS REMOVED TO MAXIMISE WIDTH.

EXISTING BIN STORE FOR MARYLEBONE HOUSE RETAINED WITH DROPPED KERB ACCESS FROM SERVICE YARD FOR COLLECTION.

3.3 METRE WIDTH RETAINED FOR PEDESTRIAN ACCESS.

BIN STORES.

HATCHED AREAS TO BE KEPT CLEAR FOR PEDESTRIAN ACCESS AND VEHICLES TURNING.

WIDER CAR PARKING BAYS (2.6 METRES) TO ACCOMMODATE PARKING WITH REDUCED AISLE WIDTH.

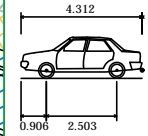
ADDITIONAL SPACE AT THE SOUTHERN END FOR SHORT STAY DELIVERIES AND TURNING.

BIN STORE.

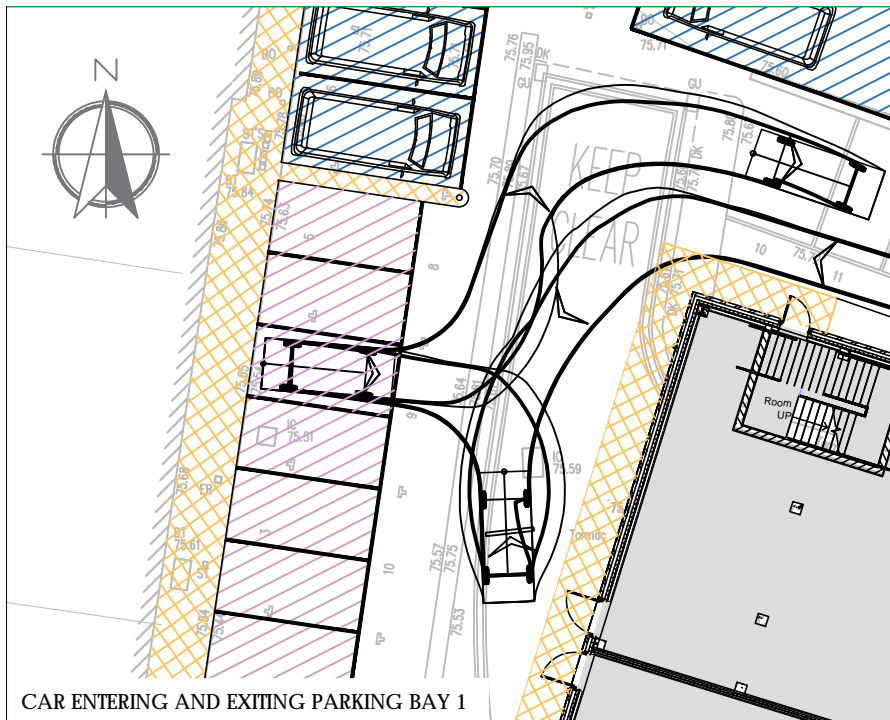


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 Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

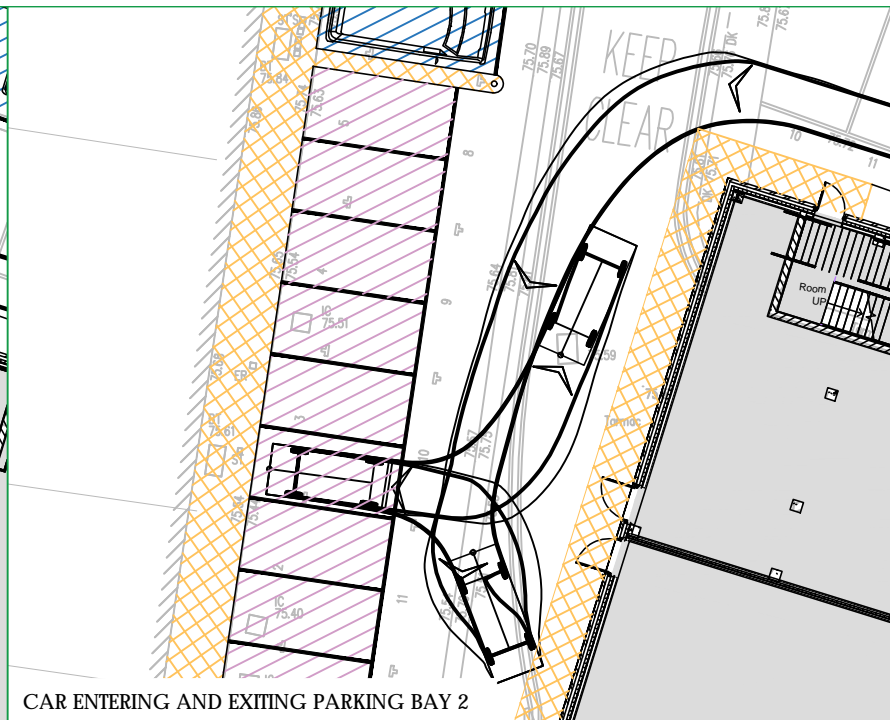
Client			
CoPlan Estates			
Project			
Marketfield Way, Redhill			
Drawing Title			
Proposed Servicing Arrangements			
Scale	Drawn By	Checked By	Approved By
1:250	SAJ	NDR	CMB
Date	Drawing No.	Rev.	
July 2018	2016/3441/004	H	



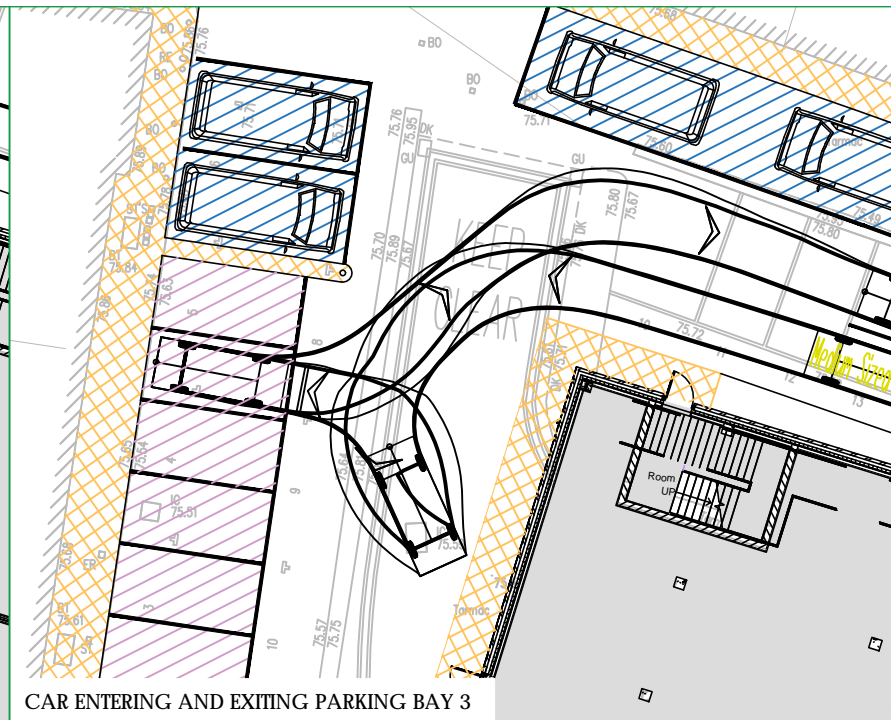
Medium Sized Car
 Overall Length 4.319m
 Overall Width 1.686m
 Overall Body Height 1.466m
 Min Body Ground Clearance 0.228m
 Max Track Width 1.591m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.042m



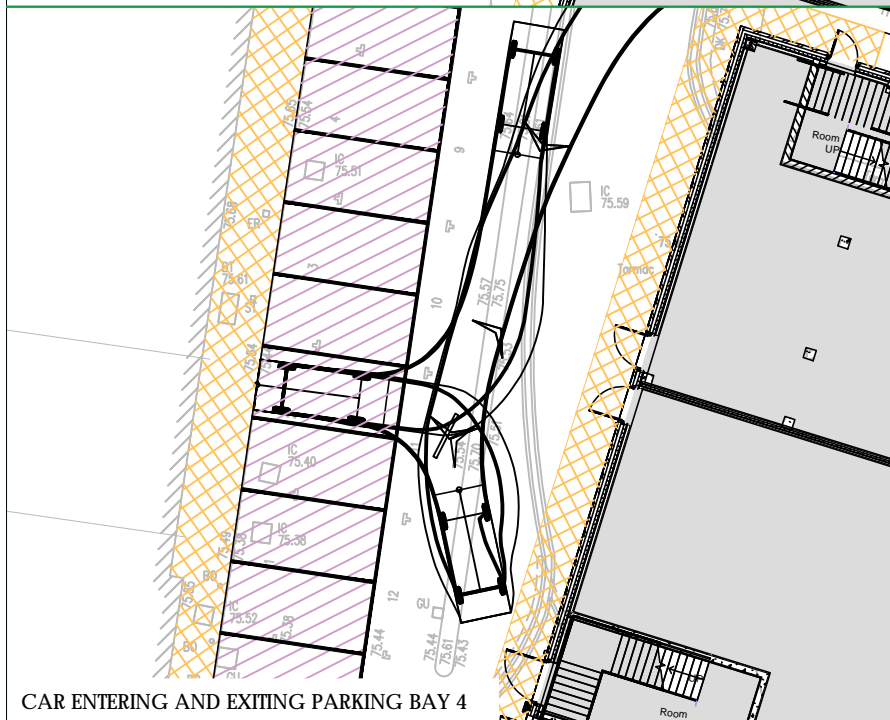
CAR ENTERING AND EXITING PARKING BAY 1



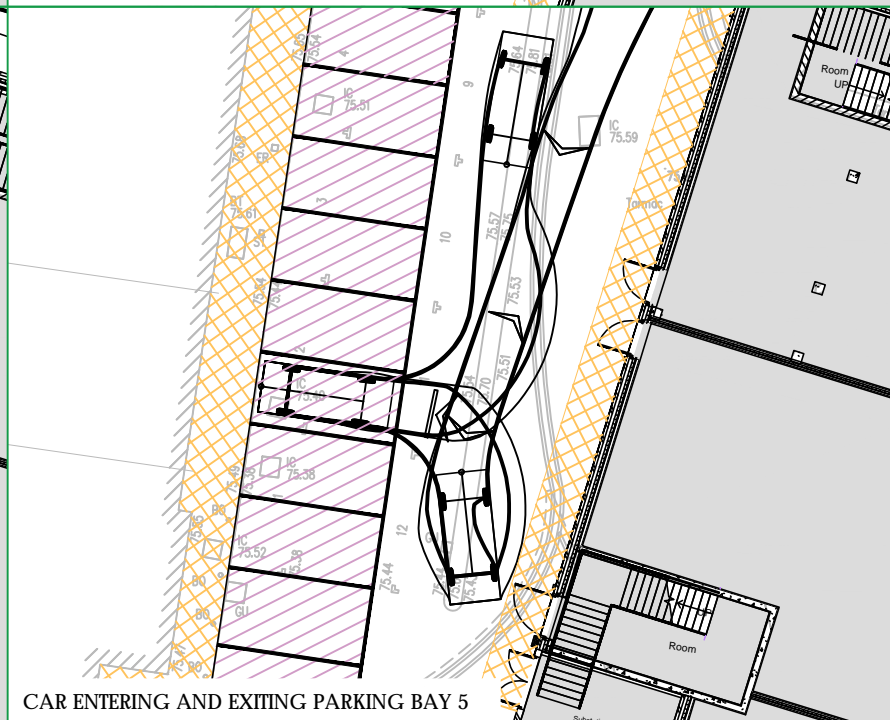
CAR ENTERING AND EXITING PARKING BAY 2



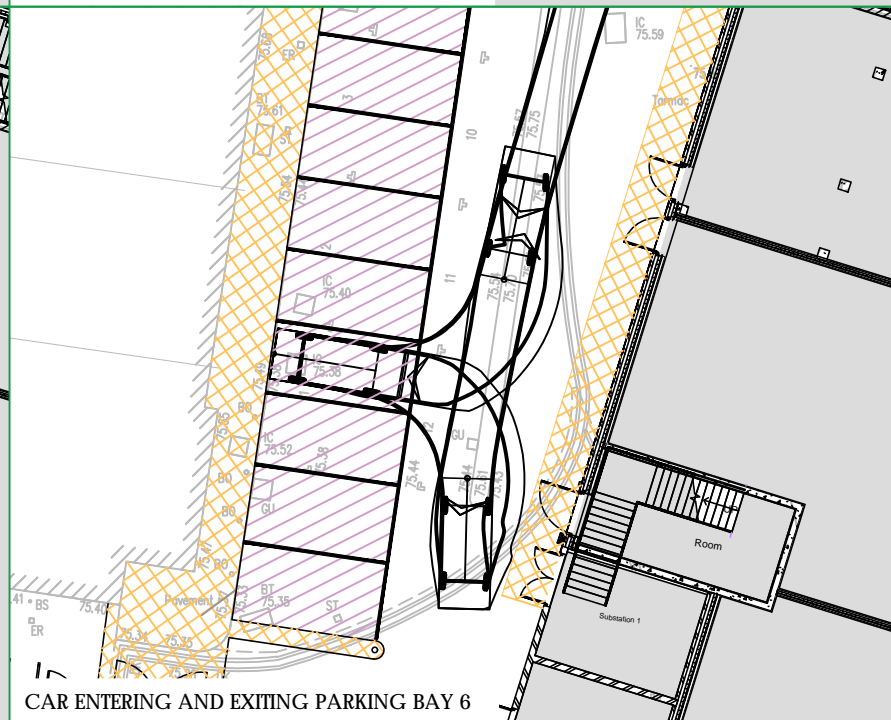
CAR ENTERING AND EXITING PARKING BAY 3



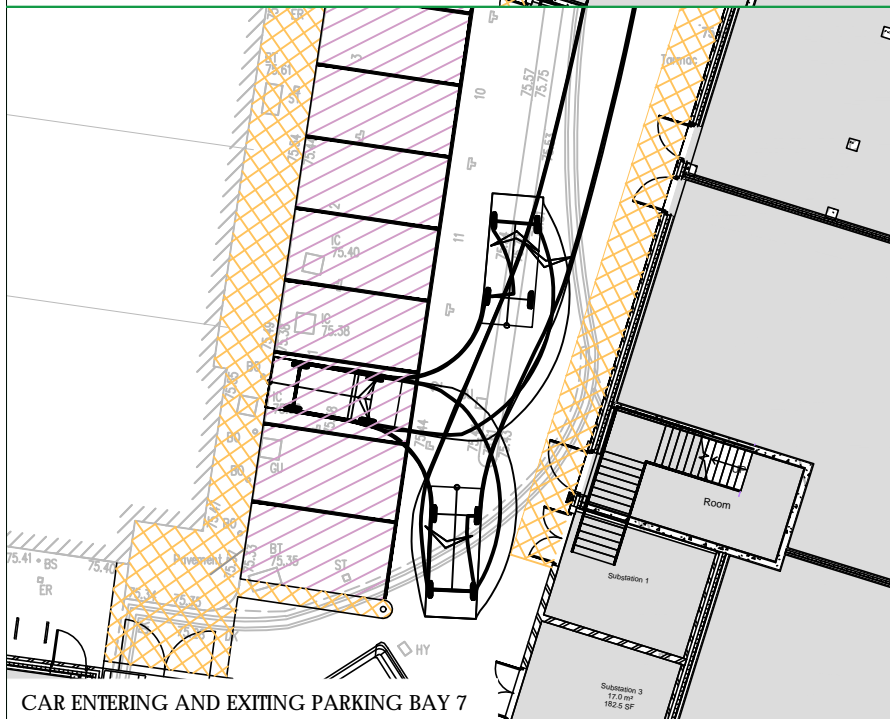
CAR ENTERING AND EXITING PARKING BAY 4



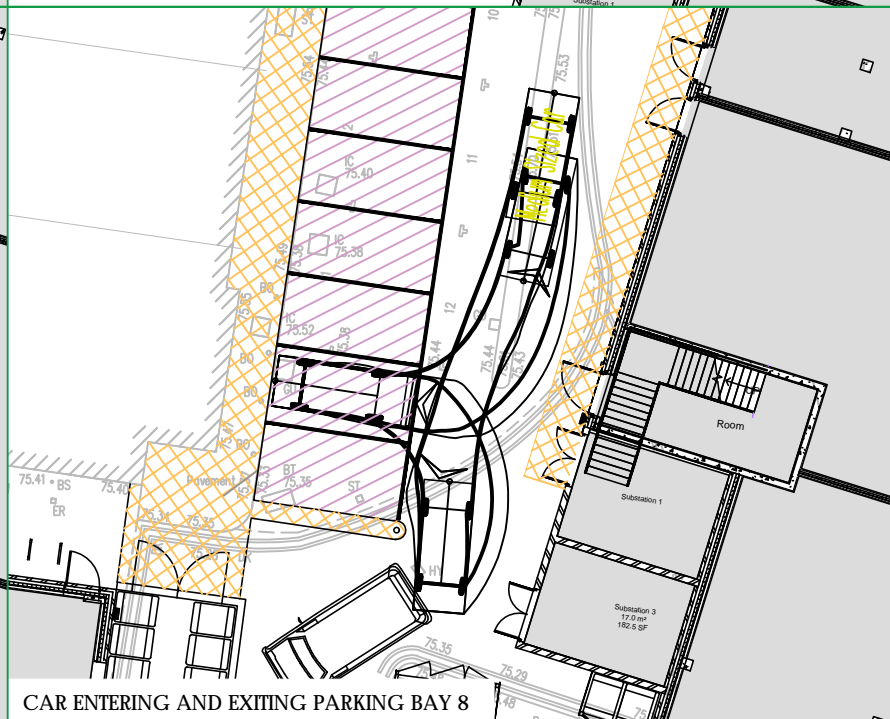
CAR ENTERING AND EXITING PARKING BAY 5



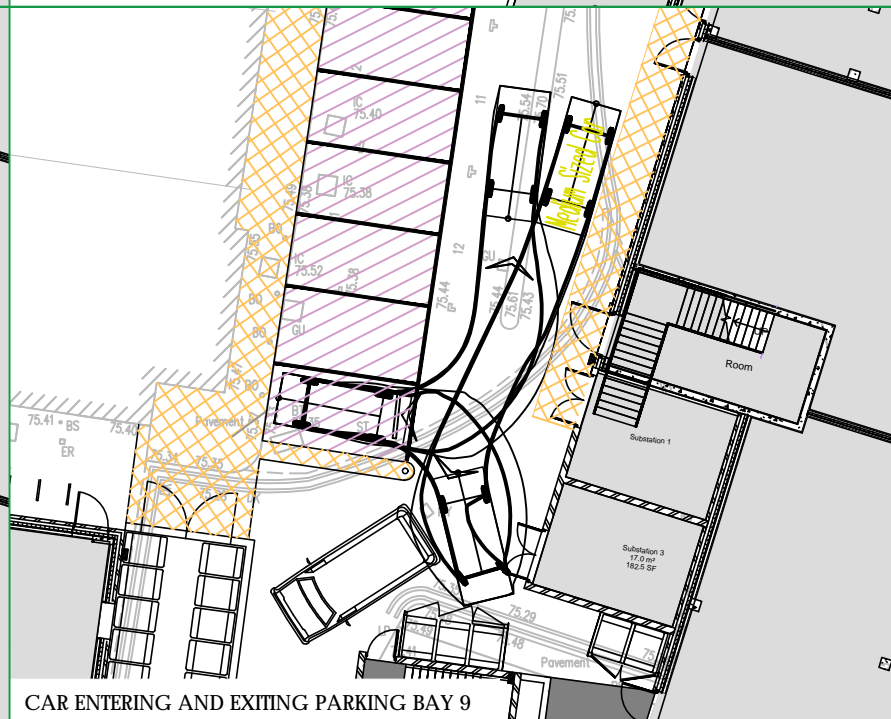
CAR ENTERING AND EXITING PARKING BAY 6



CAR ENTERING AND EXITING PARKING BAY 7



CAR ENTERING AND EXITING PARKING BAY 8



CAR ENTERING AND EXITING PARKING BAY 9

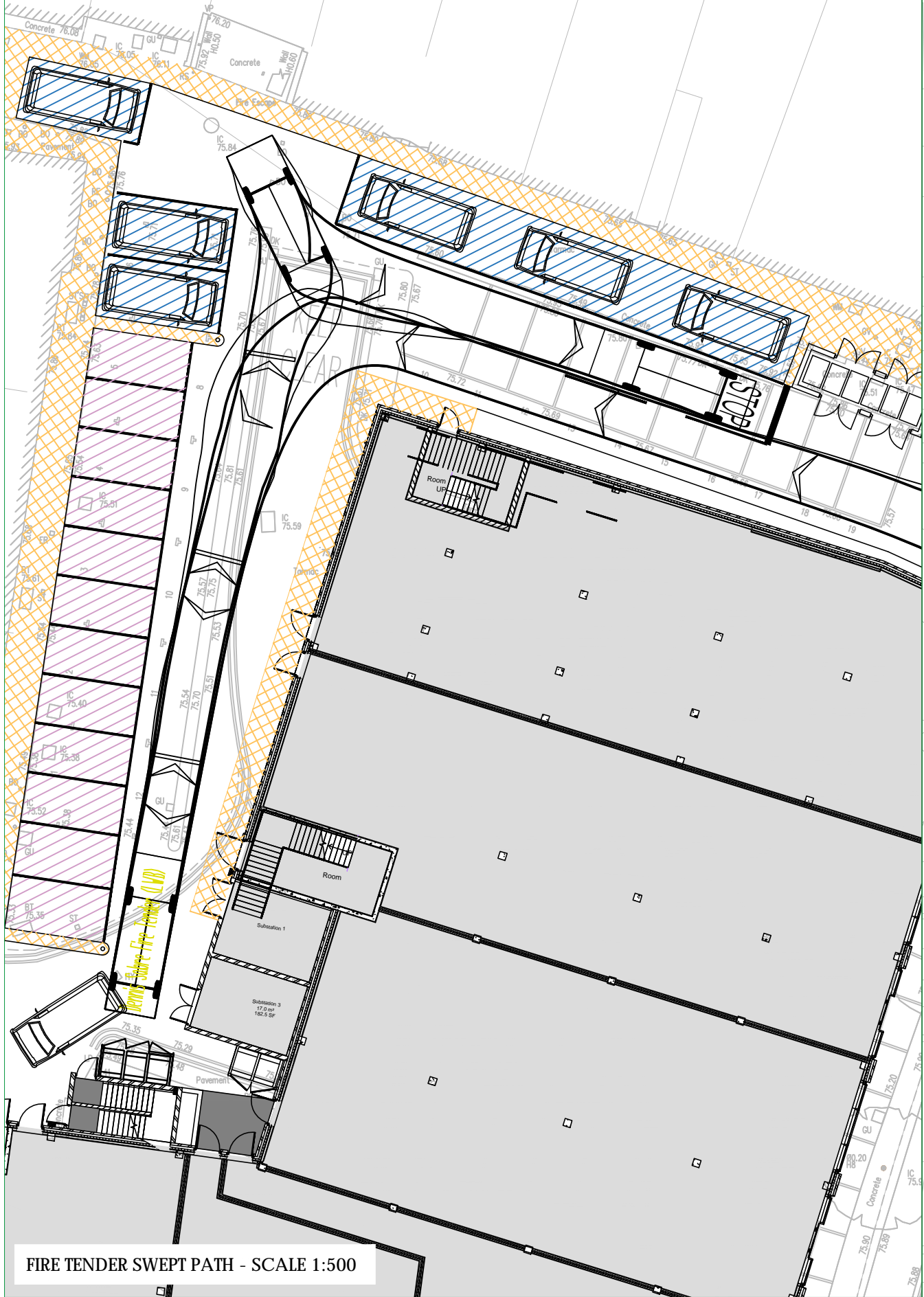
Transport Planning and Infrastructure Design Consultants
 Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client
 Coplan Estates

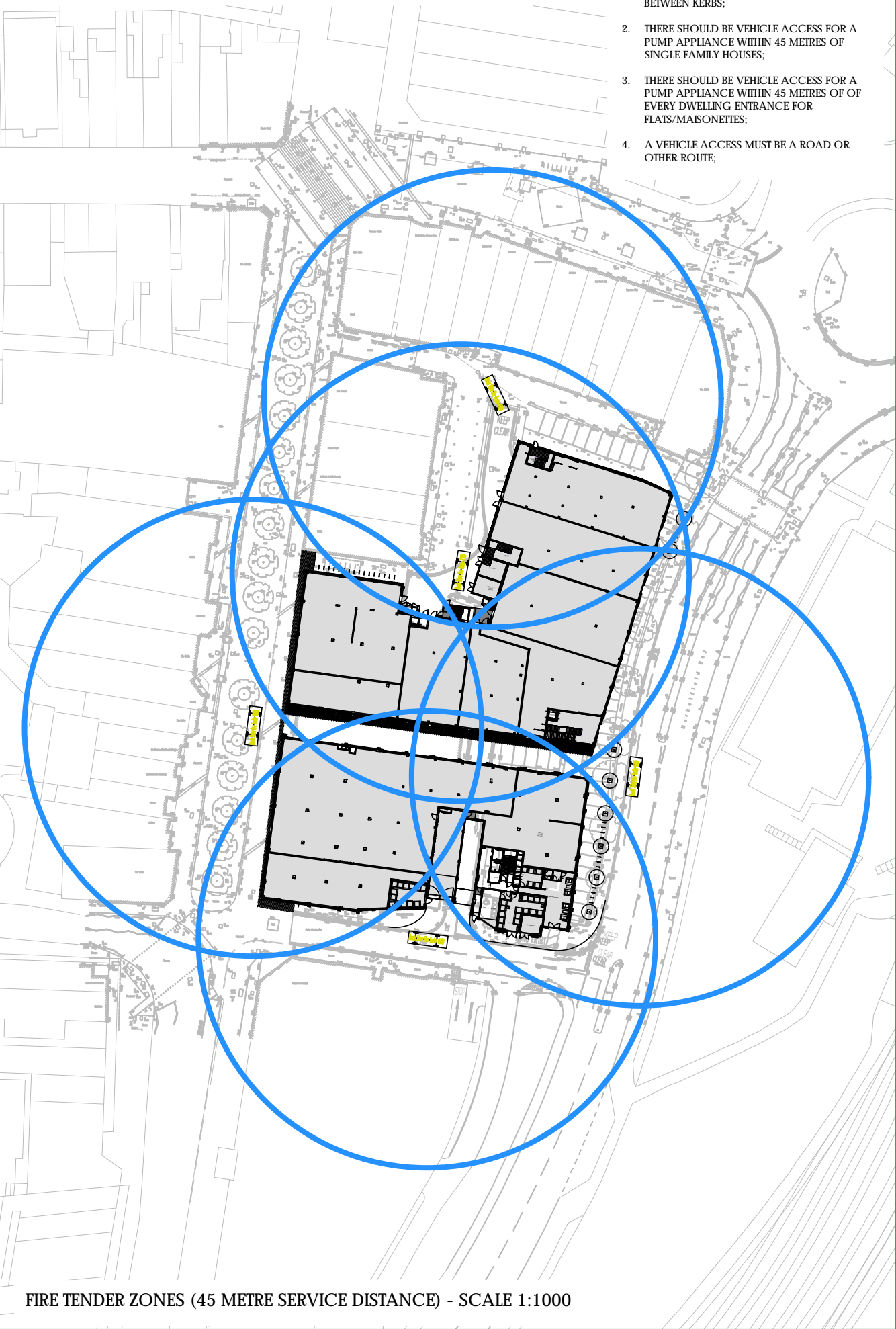
Project
 Marketfield Road, Redhill

Drawing Title
 Car Parking
 Swept Path Assessment

Scale	1:250	Drawn By	SAJ	Checked By	NDR	Approved By	CMB
Date	July 2018	Drawing No.	2016/3441/006		Rev.	E	



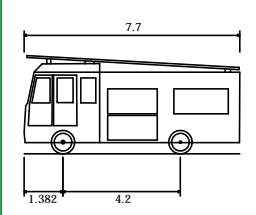
FIRE TENDER SWEEP PATH - SCALE 1:500



FIRE TENDER ZONES (45 METRE SERVICE DISTANCE) - SCALE 1:1000

FIRE APPLIANCE ACCESS BASED ON REQUIREMENTS WITHIN THE BUILDING REGULATIONS (2010) APPROVED DOCUMENT B5 'ACCESS AND FACILITIES FOR THE FIRE SERVICE'. SECTION 17, 'VEHICLE ACCESS INCLUDES THE FOLLOWING ADVICE:

1. THERE SHOULD BE A MINIMUM CARRIAGEWAY WIDTH OF 3.7 METRES BETWEEN KERBS;
2. THERE SHOULD BE VEHICLE ACCESS FOR A PUMP APPLIANCE WITHIN 45 METRES OF SINGLE FAMILY HOUSES;
3. THERE SHOULD BE VEHICLE ACCESS FOR A PUMP APPLIANCE WITHIN 45 METRES OF EVERY DWELLING ENTRANCE FOR FLATS/MAISONETTES;
4. A VEHICLE ACCESS MUST BE A ROAD OR OTHER ROUTE;



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



Transport Planning and Infrastructure Design Consultants
 Shackleton Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
 Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client
Coplan Estates

Project
Marketfield Way, Redhill

Drawing Title
Fire Service Access

Scale	As Shown	Drawn By	SAJ	Checked By	NDR	Approved By	CMB
Date	June 2018	Drawing No.	2016/3441/015	Rev.	A		



YOU MAY PARK ON SINGLE OR DOUBLE YELLOW LINES FOR UP TO THREE HOURS IF IT IS SAFE TO DO SO BUT NOT WITHIN 15 METRES OF A JUNCTION OR WHERE THERE ARE RESTRICTIONS ON LOADING OR UNLOADING - INDICATED BY YELLOW KERB DASHES AND/OR SIGNS ON PLATES.

YOU ARE NOT ENTITLED TO PARK ON YELLOW LINES IN 'OFF-STREET' CAR PARKS.

GLOUCESTER ROAD CAR PARK
285 TOTAL SPACES
(2 DISABLED SPACES)
PAY AND DISPLAY (08:00-18:00 HRS)

CLARENDON ROAD CAR PARK
191 TOTAL SPACES
3 DISABLED SPACES (LEVEL 1)

SUPERMARKET CAR PARK (UPPER FLOORS)
531 TOTAL SPACES
(34 DISABLED SPACES)
1 HOUR FREE PARKING
TOWN CENTRE PARKING (BASEMENT)
328 TOTAL SPACES
(13 DISABLED SPACES)
(PARKING FREE AFTER 18:00 HRS)

HARLEQUIN THEATRE CAR PARK
17 TOTAL SPACES
(6 DISABLED SPACES)
OPEN UNTIL THEATRE CLOSES
(APPROX. 21:30HRS)

STATION CAR PARK - 285 TOTAL SPACES
(24HRS PAY AND DISPLAY)
2 DISABLED SPACES (DISABLED PARKING FREE AT ALL TIMES)

WARWICK ROAD PARKING
6 TOTAL SPACES (2 DISABLED)
PAY AND DISPLAY
MON TO SAT: 08:30 - 18:30HRS
2 HOUR STAY

BELFRY CAR PARK
780 TOTAL SPACES
(21 DISABLED SPACES ON LEVEL 1)
MON-FRI: 07:00 - 20:00HRS
SAT: 07:00 - 19:00HRS
SUN: 08:30 - 17:30HRS
(FREE PARKING ALL DAYS AFTER 5PM)

A25 ON-STREET PARKING
9 TOTAL SPACES (4 DISABLED)
MON TO SAT: 08:30 - 18:30HRS
2 HOUR STAY

CAR PARKING TIMES SHOWN REPRESENT MONDAY TO FRIDAY RESTRICTED HOURS UNLESS OTHERWISE STATED.

FREE CAR PARKING AVAILABLE OUTSIDE OF RESTRICTED HOURS SHOWN.

ALL DISABLED (BLUE BADGE) PARKING IS FREE AT ALL TIMES.



Transport Planning and Infrastructure Design Consultants
Shackleton Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

WALKING DISTANCES TO 20 STATION ROAD

- BELFRY CAR PARK (HIGH STREET ENTRANCE) - 165 METRES
 - SAINSBURYS CAR PARK (STORE ENTRANCE) - 155 METRES
 - REDHILL STATION CAR PARK (DISABLED SPACES) - 117 METRES
 - HARLEQUIN CAR PARK (STAIRS) - 90 METRES
HARLEQUIN CARE PARK (LIFTS) - 118 METRES
 - CLARENCE ROAD CAR PARK (ENTRANCE) - 290 METRES
 - GLOUCESTER ROAD CAR PARK - 435 METRES
 - WARWICK ROAD ON-STREET PARKING - 250 METRES
 - A25 ON-STREET PARKING - 230 METRES
- KEY**
- 20 STATION ROAD LOCATION
 - D EXISTING MARKETFIELD WAY DISABLED SPACES - 167 METRES

Client CoPlan Estates Limited			
Project Marketfield Road, Redhill			
Drawing Title 20 Station Road Public Car Parking Locations			
Scale 1:1000	Drawn By SAJ	Checked By MJA	Approved By NDR
Date September 2018	Drawing No. 2016/3441/016	Rev. A	

ANNEX L

ITEM 12
21/14

REIGATE AND BANSTEAD BOROUGH COUNCIL

THE BOROUGH OF REIGATE AND BANSTEAD (REDHILL PEDESTRIANISATION)
ORDER 1991

The Council of the Borough of Reigate and Banstead (hereinafter referred to as "the Council") pursuant to arrangements made under Section 101 of the Local Government Act 1972 with the Surrey County Council under Sections 1(1) & (2), 2(1)-(3), 3(2) & 4(2) of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act") and of all other enabling powers, after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:-

1. This Order shall be cited as the Borough of Reigate and Banstead (Redhill Pedestrianisation) Order 1991 and shall come into effect on the 13th day of October 1991.
2. No person shall, except upon the direction of or with the permission of a police constable or traffic warden in uniform, cause any vehicle to proceed in Marketfield Road (Northern End) north of No. 18 High Street at its junction with High Street for a distance of 2 metres as coloured pink on the attached plan.
3. No person shall, except upon the direction of or with the permission of a police constable or traffic warden in uniform, cause any vehicle to proceed along the unnamed service road to the north of No. 2 High Street, Redhill at its junction with High Street for a distance of 2 metres as coloured pink on the attached plan.
4. No person shall, except upon the direction of or with the permission of a police constable or traffic warden in uniform, cause any vehicle to proceed in that length of Station Road, Redhill between its junction with the roundabout at Princess Way/Marketfield Way and a point 5 metres to the east of its junction with Queensway, Redhill and coloured orange on the attached plan.

Except that nothing in Article 4 above shall apply for vehicles used:-

- (a) in connection with any building operation or demolition in or adjacent to the length of road, the removal of any obstruction of traffic in that length of road, the maintenance, improvement or reconstruction of that length of road, or the laying, of any sewer or of any pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act, 1878;
- (b) in the service of a local authority in pursuance of statutory powers or duties;
- (c) as a security vehicle for loading and unloading of monies;
- (d) by a disabled person using an invalid carriage;
- (e) as emergency vehicles;

ITEM 12

- (f) for loading and unloading of commercial vehicles (which description excludes saloon, hatchback and estate cars) which shall be allowed to proceed in the said length of road before 10.00 a.m. and after 4.00 p.m. Mondays to Saturdays;
 - (g) as a market vehicle including cleansing vehicles between 6.00 a.m. to 8.00 a.m. and between 5.30 p.m. and 7.00 p.m. on the days the market operates.
5. No person shall, except upon the direction of or with the permission of a police constable or traffic warden in uniform, cause any vehicle to proceed in High Street from its junction with Station Road southwards to its junction with Marketfield Road (South) and Cromwell Road as shown edged in green and coloured in yellow on the attached plan.

Except that nothing in Article 5 above shall apply for vehicles used:-

- (a) in connection with any building operation or demolition in or adjacent to the length of road, the removal of any obstruction of traffic in that length of road, the maintenance, improvement or reconstruction of that length of road, or the laying or maintenance of any sewer or of any pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act, 1878;
 - (b) in the service of a local authority in pursuance of statutory powers or duties;
 - (c) as emergency vehicles;
 - (d) as a market vehicle including cleansing vehicles between 6.00 a.m. to 8.00 a.m. and between 5.30 p.m. and 7.00 p.m. on the days the market operates.
6. The Borough of Reigate (One Way Traffic) (Redhill) Order 1972 is hereby revoked insofar as the area hatched on the plan attached and two-way traffic is hereby introduced in Marketfield Road
7. From a point 11 metres from the junction with High Street for a distance of 24 metres and coloured blue on the attached plan in Marketfield Road (Northern End) one way working is hereby introduced.

(GIVEN under the COMMON SEAL of the
(Council of the Borough of Reigate
(and Banstead this 13th day of
October One thousand nine
hundred and ninety-one


Mayor

Jan Walker

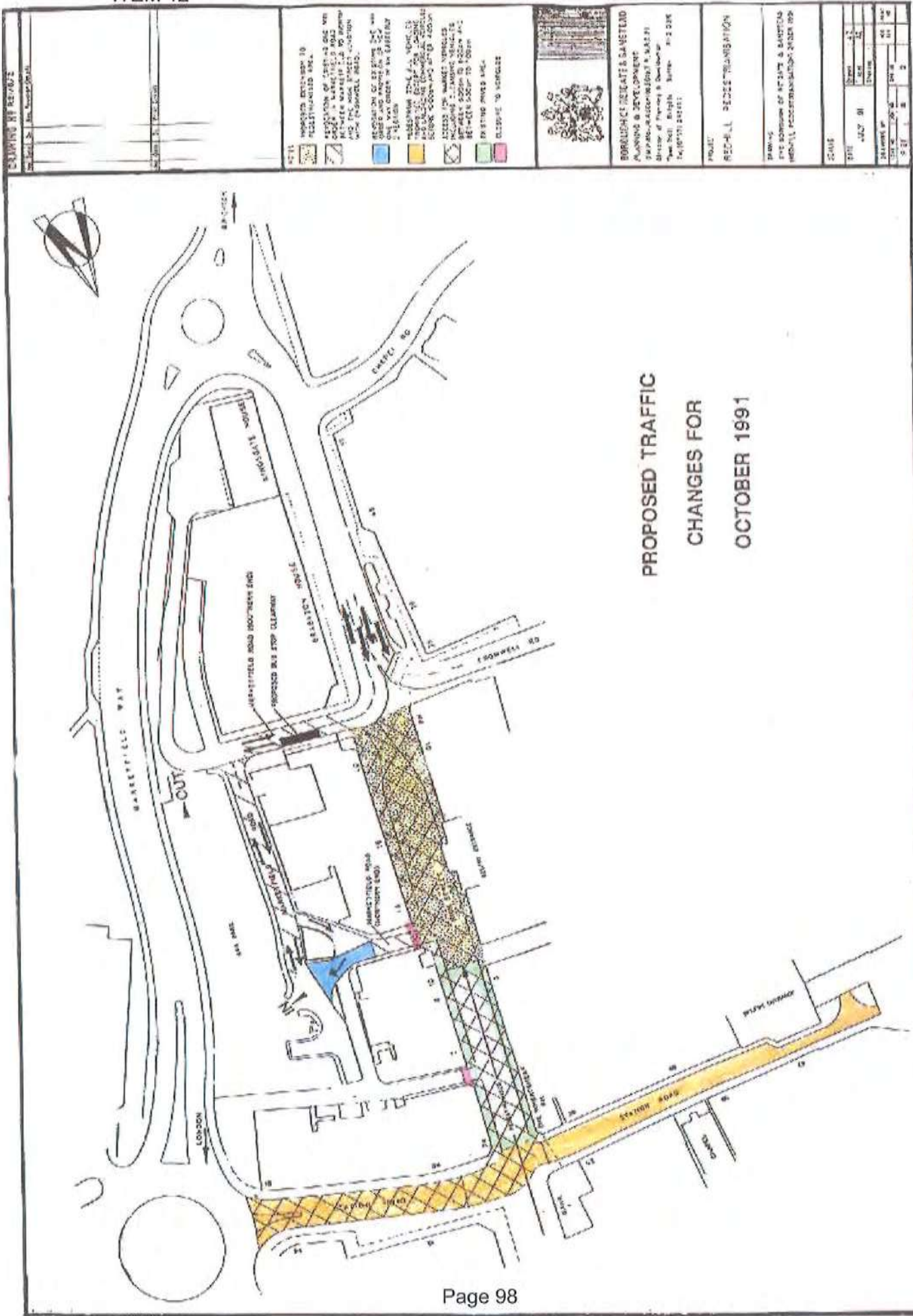
Chief Executive and Town Clerk

NOTE 1

The plan accompanying this Order shows the various restrictions referred to. The plan does not form part of the Order but is annexed for reference purposes only.

NOTE 2

The Chief Executive of the Council is authorised to give permission by letter to charitable and other organisations for the use of the designated highway area in Station Road, Redhill.



**PROPOSED TRAFFIC
CHANGES FOR
OCTOBER 1991**

<p>PLANNING BY REF/02 Mr. [Name] Mr. [Name]</p>		<p>NOTES: INDICATES PROVISION TO RECONSTRUCTED AREA. ALL OTHERS OF THIS KIND ARE INDICATED BY A DOTTED LINE. BETWEEN MARKING TO ROAD AND THE ROAD PROJECT LOCATION WITH CHANGING ROAD.</p>	<p>LEGEND: PROPOSED TRAFFIC CHANGES EXISTING TRAFFIC CHANGES PROPOSED TRAFFIC CHANGES EXISTING TRAFFIC CHANGES PROPOSED TRAFFIC CHANGES EXISTING TRAFFIC CHANGES</p>	<p>BOROUGH OF DECATUR & SANDHURST PLANNING & DEVELOPMENT SERVICES DEPARTMENT Director of Planning & Development Town Hall, High Street, Sandhurst, RG7 2DA Tel: (0753) 822221</p>	<p>PROJECT: RECONSTRUCTION</p>	<p>DATE: JULY 91</p>	<p>SCALE: 1:1000</p>
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ANNEX M

26-28 Station Road, RH1 1PD

Proposed 14 Self-Contained Flats



Client name
London and Continental Securities

Project address
26-28 Station Road, Redhill, RH1 1PD

Date
April 2014

Job No.
13173

- 1.00 Executive Summary**
 - 1.01 Executive Summary
- 2.00 Existing Building**
 - 2.01 Surrounding Context
 - 2.02 Planning Restrictions
 - 2.03 Building Description
 - 2.04 Existing Photos
- 3.00 Design**
 - 3.01 Use
 - 3.02 Amount
 - 3.03 Scale
 - 3.04 Layout
 - 3.05 Landscaping
 - 3.06 Parking/Transport
 - 3.07 Appearance
- 4.00 Access**
 - 4.01 Vehicular and Pedestrian Access
 - 4.02 Disabled Access
- 5.00 Planning Statement**
 - 5.01 Planning Statement
- 6.00 Appendix**
 - 6.01 E-mail from Agent

Project: 26-28 Station Road
Proposed 14 Self-Contained Flats



Aerial Image of Redhill Town Centre

1.01 Executive Summary

The proposal consists of a five storey extension to the rear of 26-28 Station Road, together with a change of use to the existing buildings.

The change of use will convert existing office space into 6 No flats. The extension will add a further 8 No flats, giving a total of 14 No self contained flats to the development.

The development will offer a mix of accommodation with 80% one bedroom flats and 20% two bedroom flats.

The existing retail usage at ground floor will be retained and reconfigured to the rear. Separate areas for refuse and cycle store are also provided.

Project: 26-28 Station Road
Proposed 14 Self-Contained Flats

1.00 - Executive Summary



Aerial Image of Surrounding area

2.01 Surrounding Context

The site is part of a row of 4 storey townhouses with retail use at ground level and a mix of uses above, facing a pedestrian area '1'. The front of the proposal is on Station Road (pedestrian area) and the back faces the Marketfield car parking area '2'.

The surrounding area is characterised by a mix of buildings types and uses. Most of the area has commercial/retail use at ground level with a mix of residential and commercial uses at the upper floors. Examples of nearby buildings include: opposite to the north a 3 storey high multifunctional centre '3' (Harlequin Theatre & Cinema, The Redhill Library, Sainsbury's and several commercial units); another 3 to 4 storey high shopping centre (Belfry Shopping Centre) '4' is located to the west side on the corner between St Matthew's Road and Cromwell Road; to the south-west at the junction between Cromwell Road and The High Street, there is the new 5 storey office block '5'; to the east there are the Redhill Bus Station '6' and Railway Station '7' adjacent to The Stations Roundabout where the A23 and A25 meet.

2.02 Planning Restrictions

- 26 and 28 Station Road are locally listed in the List of Buildings of Architectural and Historic Interest, fifth edition December 2004.
- The properties fall within the Redhill Town Centre Conservation Area.

2.03 Building Description

The two properties are part of a terrace of townhouses within the Redhill Town Centre Conservation Area. The ground floors are classified as retail units (Class A1 and A3) whereas the upper floors are classified as office areas and are organised as small offices. They have been vacant for the last three years. The main access to the shops and offices is via Station Road.

The terrace has a very uniform style that appears to be late Victorian. The facades are characterised by brickwork walls with finely decorated timber frame windows and bay windows.

The top floors are in the form of a mansard roof with natural slate pitched roofs or gabled frontages.

The back of the properties are also considered as late Victorian Style although compromised with several late additions.

Project: 26-28 Station Road
Proposed 14 Self-Contained Flats

2.00 - Existing Building

2.04 Existing Photos



Front Elevation No. 26



Front Elevation No. 28



Enlarged view of upper floors for No. 26-28



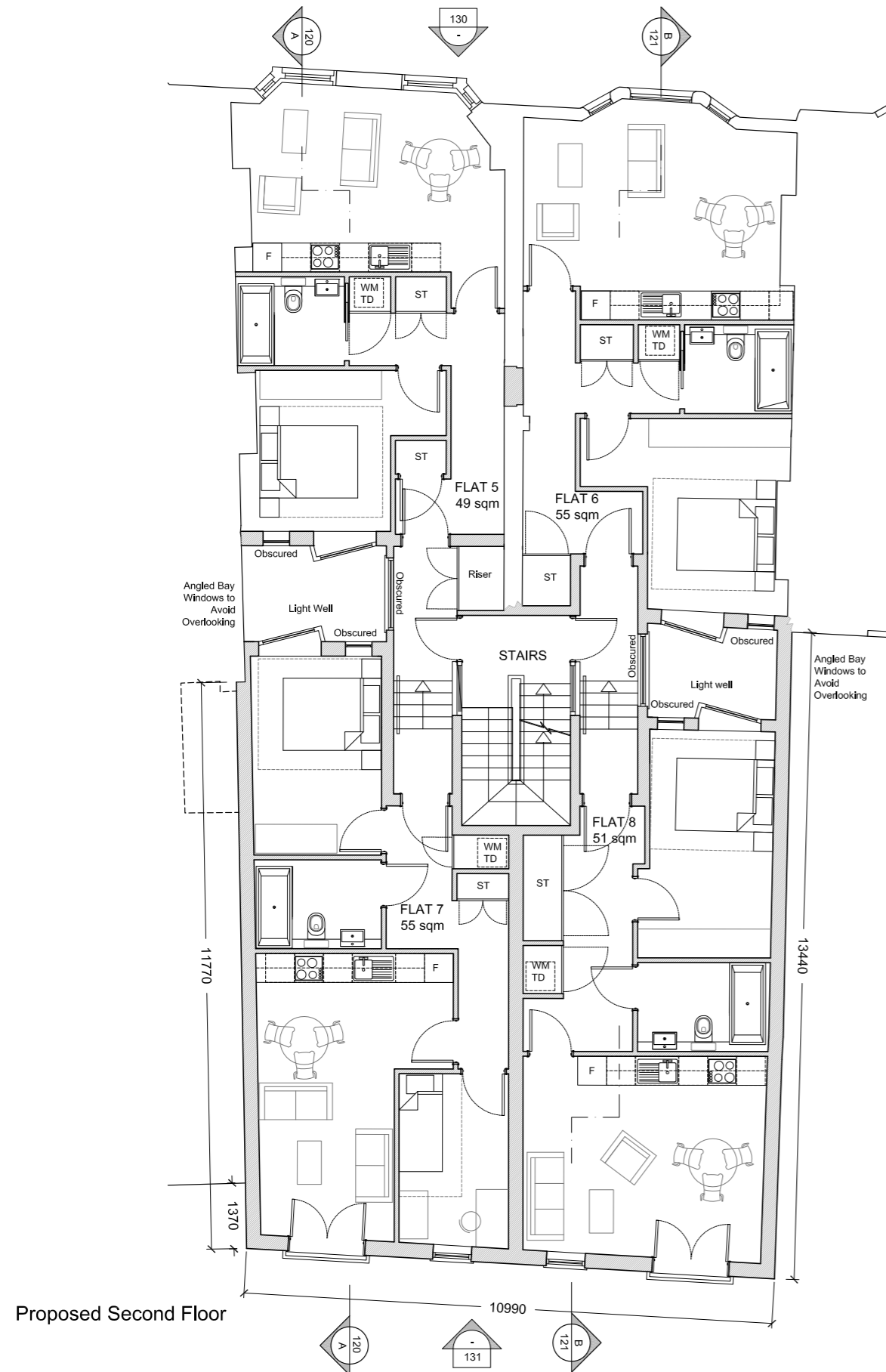
Rear Elevation for No. 28-26



Rear Elevation in context

Project: 26-28 Station Road
Proposed 14 Self-Contained Flats

2.00 - Existing Building



Proposed typical floor plan

3.01 Use

Permission is sought to change the use of the existing office areas into residential accommodation. The rear extension will also provide residential accommodation with a total of 14 No flats created. The tenure of the flats would be 80% one bedroom and 20% two bedroom.

The ground floor will be retained as retail units and reconfigured to the rear. The rear extensions will also look to reconfigure and improve refuse storage facilities. The front of the shop will be retained as existing to preserve the character of the facade in accordance with the guide lines for the Conservation Area.

3.02 Amount

The tenure of the flats and their areas are as follows:

First Floor:	Flat 1 - 48.5 sqm - 1 Bed
	Flat 2 - 47.0 sqm - 1 Bed
	Flat 3 - 57.4 sqm - 2 Bed
	Flat 4 - 52.3 sqm - 1 Bed
Second Floor:	Flat 5 - 49.0 sqm - 1 Bed
	Flat 6 - 55.0 sqm - 1 Bed
	Flat 7 - 55.0 sqm - 2 Bed
	Flat 8 - 51.0 sqm - 1 Bed
Third Floor:	Flat 9 - 45.5 sqm - 1 Bed
	Flat 10 - 50.2 sqm - 1 Bed
	Flat 11 - 55.0 sqm - 2 Bed
	Flat 12 - 51.0 sqm - 1 Bed
Fourth Floor:	Flat 13 - 48.6 sqm - 1 Bed
	Flat 14 - 44.7 sqm - 1 Bed
Total GIA:	710.2 sqm

Project: 26-28 Station Road
Proposed 14 Self-Contained Flats

3.00 - Design

The new extension to the back of the properties extends up to the site boundary facing the car parking by Marketfield Road. The height of the rear extension is approximately 15 metres from ground floor level to meet the height of the adjacent property No 30. The facade and roof of the existing buildings will be retained unchanged. Therefore, the height at the front will be the same as existing.

3.03 Scale

Due to the sensitive location of the site (Redhill Town Centre Conservation Area and locally listed building) particular care has been given to the scale of the intervention keeping the height of the rear extension in line with the most recent development at No 30 and keeping the front unchanged.

In addition to this, vertical decorative elements have been introduced in the facade to preserve the scale and proportions of the historical plots of the area and the rhythm of the facade. For the same reasons and to keep in line with the existing style, the top floor flats are in the form of mansard roofs.



Proposed rear elevation in context

3.04 Layout

The general layout of the proposal, from the first floor upwards, consists of residential units at the front and back of the building, and a central staircase with a light well to both sides. From the ground floor two separate stairs will connect the central stairs to the front of the building (main access) and the back (rear access) where a dedicated space for the flats' refuse and recycling has been allocated with direct access from Marketfield Road. Also by the rear staircase there is a bike store for approx 10 No bikes.

The layout and design of the plan and elevation of the proposed flats have been considered within its context and to ensure good quality accommodation.

The kitchen and living/dining areas of the flats have been design as open spaces and facing the main aspects of the building. The double bedrooms, for both the one and two bedroom flats, are located in the centre where they can gain light and air from two lightwells. The design of the windows in these bedrooms has been dictated by the need to give privacy to the occupants. The angled windows will impede a direct view into the bedroom at the opposite side of the lightwell. The second bedroom, for the two bedroom flats, is located on the rear elevation.

The flats have been provided with generous stores and an in built space for the stacked washing machine and tumble dryer to meet the need for a comfortable/healthy way to dry the clothes.

3.05 Landscaping

No landscaping areas have been provided in this scheme.

3.06 Parking/Transport

Due to the proximity of various forms of public transport, both local and regional, the scheme has been designed as car parking free.

Both the bus station and railway station are within 150m with direct connections to the major centres in the area. The railway station directly connects Redhill Town Centre to Brighton to the South and Gatwick/Croydon/London to the North, Tonbridge and beyond to the East, and to Guildford and Reading to the West.

It is noted that the Borough Council has classified Redhill as one of the 4 areas to have 'good transport' (Policy Ho9A). The car free development is in line with the aims of the Core Strategy to minimise the use of cars for long journeys and incentive the use of bikes for the short ones (Policy CS15).

3.07 Appearance

The external appearance has also been considered in the context of the surrounding area and conservation area.

The front elevation is the primary facade and this remains unchanged.

The rear elevation has already been compromised by alterations and additions previously. The proposal looks to maintain the rhythm of the townhouses and uses a similar style of fenestration.

In addition to this traditional materials are proposed such the yellow bricks (to match existing) and timber frame sash windows white painted (to match existing) with gauged arches above (1).

Additional features, such as the recessed brick panels under the windows (2) and vertical brick piers at the two ends and the middle of the facade (3) are intended to reflect this approach and to provide an appropriate elevation within its context.

The mansard roof follows the same form as adjacent buildings with slate to match existing (4).



Rear elevation details:
Appearance and materials.



Wall mounted bike racks.

4.01 Vehicular and Pedestrian Access

As a car free scheme, no vehicular access has been created.

The main pedestrian access to the flats is via the front through the existing entrance and from the back through a new access by the bike store. The access to the rear enables the building to function by providing refuse and bike storage.

4.02 Disabled Access

While no passenger lift is provided, access between storeys will be designed to suit the needs of both ambulant disabled and people with impaired sight. It is noted that this meets the requirements of Part M of the Building Regulations. Each flat will also be designed in accordance with Part M.

5.01 Planning Statement

Reference has been made to the following documents:

- Reigate and Banstead Borough Local Plan 2005.
- Core Strategy.
- Surrey Structure Plan.

Within the Reigate and Banstead Borough Local Plan 2005, the following policies have been considered:

1. Pc10 - Buildings of historic interest:

The main facade will remain unchanged. The new rear extension has been designed with the scale of the development the same as the surrounding area. The chosen palette reflects existing materials in the local area and adjacent buildings: brickwork to match existing; slate roof; sash timber frame windows white painted with gauged arch above and set back behind the reveal at one brick depth.

2. Ho3 - Housing - Dwelling mix/small dwellings

In accordance with this policy the scheme has a mix of 80% one bedroom flats and 20% two bedroom flats. The site area is approximately 0.027 Ha and located in Redhill Town Centre. A higher density for residential units is therefore considered acceptable.

3. Ho9 - Housing - Design and layout

Particular care to design and use of land has been given in developing the proposal. Massing, materials and overlooking issues have been considered and addressed in the design of both plans and elevations. Please refer to point 3.04 for a more detailed description.

4. Ho9A - Housing - Density (iii)

The proposal provides 14 dwellings on a site of approximately 0.027 Ha which is well above the minimum required. In addition, the proposal is a car free scheme, as Redhill is considered by the Borough Council as having good public transport. Please also refer to point 3.06 of this Design and Access Statement.

5. Ho13 - Housing - Maintenance of character and Amenity.

The proposal does not propose any alteration to the existing main facade. All materials will be at high quality and appropriate to the context. Please also refer to point 1 of this Planning Statement.

5. Ho13/16 - Housing - Developments involving back garden land

The rear extension of the site is facing Marketfield car park. There are no overlooking issues with surrounding properties nor any impact on amenity. The massing and the treatment of the rear elevation also respectfully reflects the massing and plot sizes of the adjacent properties. The development can be implemented in one single phase. No vehicular accesses are introduced in the scheme.

6. Ho18 - Housing - Conversion of a dwelling into two or more dwellings in urban area.

All the proposed dwellings are self-contained flats. The internal layout has been designed to achieve good quality comfortable space.

No parking areas are provided due to proximity to major transport junctions (Redhill Town Centre has been classified by The Borough Council as having good transport links).

Due to the location of the proposal and its high density nature, amenity areas for drying of clothes have not been included. However, provision of dedicated spaces for stacked washing and tumble dryer machines have been allocated in each flat to allow a healthy way for drying the clothes.

A refuse & recycling area has been allocated by the rear access to the building. It is level with the paving and has direct access to Marketfield Road where the bins can easily be

Project: 26-28 Station Road

Proposed 14 Self-Contained Flats

5.00 - Planning Appraisal

emptied by the local waste disposal services. The size of the bin store has been designed to contain 2 No 1100 lt of normal waste plus 1 No 1100 lt bin for recycling. This is well in excess of the minimum requirements (140 lt for normal waste per unit with a total of 1960 lt and 60 lt of recyclable waste per unit with a total of 840 lt).

The two retail units also have their private designated bin store with direct access to Marketfield Road.

7. Sh 1/2 - Shopping

The proposal will retain the existing two retail units. They will be refurbished internally and extended to the back. Frontage will be untouched to preserve existing character of the main facade.

8. Ut 3 - Sewage capacity

Proper sewage capacity investigation and appropriate solutions will be provided before the start of works on site.

9. Ut 4 - Flooding

A flood risk assessment has been carried out for the site and it has described the proposal 'both safe and appropriate from a flood risk terms'.

Please refer to separate Flood Risk Assessment document attached to this application.

10. Mo7 - Car park strategy

The development proposes a car free scheme due to the proximity to major transport hubs like the bus and railway station only approximately 150m away from the site. This is also in line with the fact that Redhill is one of the four areas that the Council has identify as with good transport (Policy Ho9A). Please also refer to point 3.06 of this Design and Access Statement.

In addition to the above, there is a bike store for 10 bikes to promote the use of bicycles for shorter journeys (as per policy CS15 of the Core Strategy).

11. Rd3 - The Borough Council will encourage the redevelopment of land fronting, 16-36 Station Road.

Our proposal is within this area.

12. Em1A - Loss of suitable located business.

The proposal does not imply any loss for retail space as the retail units at ground floor would be retained and extended.

The office areas on the upper floors have been vacant for more than three years, due to the lack of interest in the market. This space is very poor quality with no communal areas, restricted access, and no parking. There many other buildings offering better commercial space. 26-28 Station Rd is therefore considered ideal for conversion to residential.

Please refer to Appendix 1 for Agents email for more details.

Within the Reigate and Banstead Borough Core Strategy, the following policies have been considered:

1. CS15 - Travel Options and accessibility.

Pease refer to point 3.06 of this Design and Access Statement

Within the Surrey Structure Plan, the following policies have been considered:

1. SE2 - Renewable Energy.

See separate Energy Report by AED.

Project: 26-28 Station Road

Proposed 14 Self-Contained Flats

5.00 - Planning Appraisal

6.01 - Appendix 1

From: Steve Lane [<mailto:Steve.Lane@robinsonsmb.com>]
Sent: 01 October 2013 11:13
To: Daniel Frost
Cc: Christine Daubney; Roger Taylor; Iftakhar Khan
Subject: 26-28 STATON ROAD, REDHILL - VACANT UPPER PARTS

Dear Daniel

I write further to your request for us to clarify the position with regard to the vacant upper parts across 26-28 Station Road, Redhill.

As you are aware from your inspection, the upper parts form a variety of office rooms which for many years in the past were successfully let by the Landlord direct under Licence to a number of businesses, charities etc. This included Pinnacle Property Lettings Agency, St Peters House Project Charity bookkeepers and a number of other small businesses.

That said, these office rooms which are in poor repair have now lain empty for over three years and whilst the Landlord has been happy to relet them at low rent - even as low as £5 psf these office rooms with poor common parts, lack of parking or air conditioning have generated very little interest. You are no doubt aware from your investigations that many of the offices that form uppers to retail units in a number of locations in Station Road have remained vacant for long periods, particularly where they are cellular units without DDA compliant access, air conditioning or parking, as the demand has been very weak indeed. Our Client had retained a couple of rooms for his own use until he was taken ill latterly but the remainder have stayed vacant. Most Landlords of similar stock within the vicinity are instead seeking to convert to residential through permitted development for exactly the same reasons.

I trust that this offers clarity with regard to the past uses and timing and the reasons the premises have stayed empty as dated offices which is nothing other than one would expect in the current economic climate .

I hope this assists.

Kind regards

Steve

Steven J Lane MICBA FNAEA MARLA
Partner

DDI : 01737 229201
Mobile : 07901 550246
Fax: 01737 223601
Web: www.robinsonsmb.com



The Georgian House
37 Bell Street
Reigate
RH2 7AG

Tel: 01737 229200

and also at 253/255 High Street Dorking Surrey RH4 1RP

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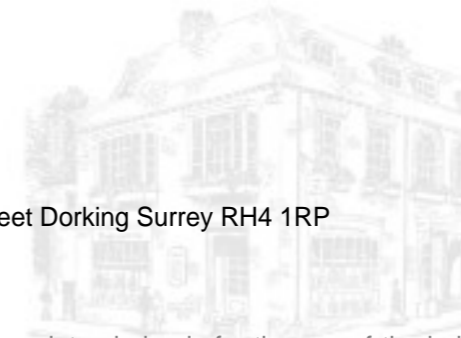
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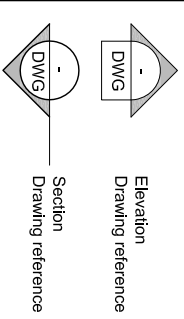
Project: 26-28 Station Road
Proposed 14 Self-Contained Flats

6.00 - Appendix

Frost
Architects



Notes:
 1) All dimensions to be checked on site.
 2) Do not scale from this drawing.



P2	Planning	09-04-14
P1	Revised plans	03-04-14
P0	Preliminary	28-03-14
Rev	Issue	Date

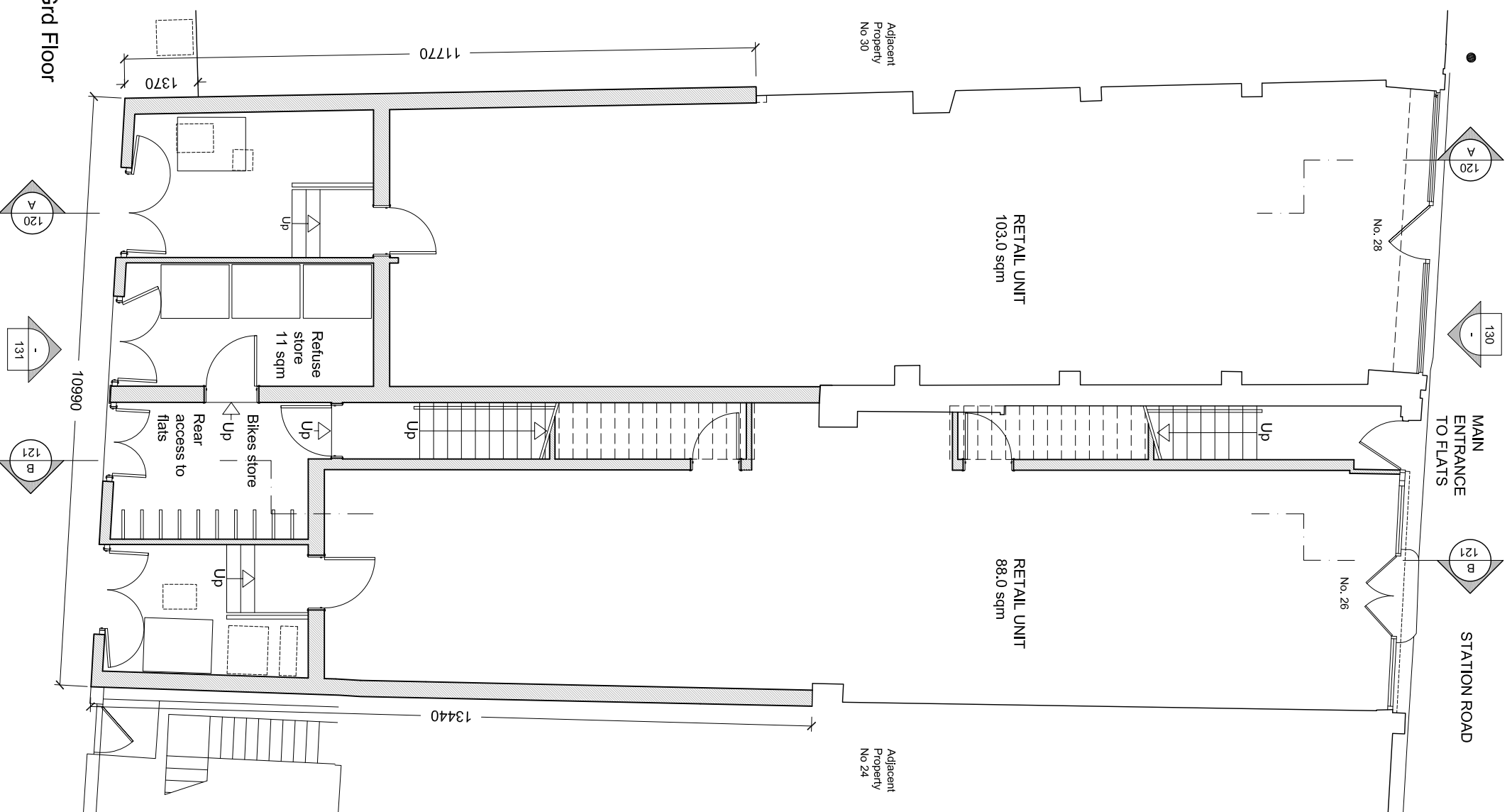
Frost Architects


PROJECT
 26-28 Station Road
 Redhill
 RH1 1PD

DRAWING
 Ground Floor Plan
 Proposed

Status	PLANNING
SCALE	1:100
SIZE	A3
DRAWN BY	LD
PROJECT NO.	13173
DRAWING NO.	110
REV.	P2

Proposed Grd Floor



 <p>Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate</p>	TO:	PLANNING COMMITTEE
	DATE:	16 January 2017
	REPORT OF:	HEAD OF PLACES & PLANNING
	AUTHOR:	Andrew Benson
	TELEPHONE:	01737 276175
	EMAIL:	Andrew.benson@reigate-banstead.gov.uk
AGENDA ITEM:	5	WARD: Redhill East

APPLICATION NUMBER:	16/01066/F	VALID:	03/05/2016
APPLICANT:	Reigate And Banstead Borough Council	AGENT:	WYG
LOCATION:	MARKETFIELD PUBLIC CAR PARK, MARKETFIELD ROAD, REDHILL		
DESCRIPTION:	<p>Demolition of existing buildings and redevelopment to provide new multi-screen cinema and flexible retail, restaurant and cafe units (use classes A1 and/or A3 and/or D2) at ground and first floor level and residential apartments within buildings comprising part five, part six, part ten and part thirteen storeys together with basement car parking and access, cycle storage and associated facilities including new amenity space and public realm.</p>		
<p>All plans in this report have been reproduced, are not to scale, and are for illustrative purposes only. The original plans should be viewed/referenced for detail.</p>			

SUMMARY

This application seeks the redevelopment of the Marketfield Way surface car park and a group of retail/commercial buildings fronting Redhill High Street in order to provide a comprehensive mixed use development with new multiplex cinema, 11 retail/restaurant uses at ground floor and 153 new apartments above in a building ranging from 5 to 13 storeys. 47 car parking spaces would be provided in a basement arrangement with 220 cycle spaces also proposed.

The existing surface car park provides 97 car parking spaces and, following the changes to the road system as part of the Balanced network, is now accessed from Marketfield Way. The proposed buildings proposed for demolition are 18 to 44 High Street which comprises a 1970s mixed-use development with two storeys of offices or ancillary retail above ground floor retail units. Various other parking spaces are also included within the application site which are privately used and some may have legal rights of access which, together with the leases over the retail/office units to be demolished would need to be acquired through negotiation and/or compulsory purchase powers.

Policy, Principle and Scale

The site is centrally located in a prominent position within Redhill town centre. Redhill is recognised as the main focal point for economic and cultural provision within the in the Council's 2014 Core Strategy due to its good transport connections. The Core Strategy seeks to ensure that in the future, Redhill realises its full potential to become the thriving centre of the Borough where people want to live, work, shop and spend their leisure time. Its vision for the town in 2027 is that "through regeneration, the potential of Redhill – and the town centre in particular – as an attractive sub-regional centre and vibrant place to live, work and spend time will have been realised."

A Retail and Leisure Needs Assessment was undertaken as part of the Core Strategy evidence base by Roger Tym & Partners in 2011. This identifies the retail floorspace needs within the Borough with the majority focussed on being provided in Redhill. The study finds that approximately 19,000 sq m of comparison retail floorspace and 7,000 sq m of convenience retail floorspace is required in Redhill town centre by 2027. The study also states that the Borough is currently poorly served by cinemas and the evidence supports a requirement for extra facilities to service the local population. Due to the policy support for growth, it suggests the additional facility should be directed to Redhill in the first instance. They also conclude that whilst Redhill's food and drink offer is 'adequate' there is some scope for improvement in the quality of the food and drink offer in Redhill and that the Council should encourage an improved evening economy.

Aside from retail and leisure provision, the Core Strategy, at Policy CS8 also identifies Redhill town centre for significant new housing provision within high density developments at opportunity sites within the town.

The site has long been earmarked for regeneration by the Council. It is included within the Redhill Town Centre Area Action Plan (AAP) Consultation Draft 2012, which is a material consideration for the purposes of determining planning applications and is likely to be incorporated into the DMP in due course.

The AAP seeks to recognise Redhill's transport connections and to transform its image, and opportunities to make these changes happen. The AAP also confirms that the Borough is "poorly served by cinemas" and the evidence supports a requirement for extra facilities to service the local population.

Policy RTC1-A of the AAP is specific to this site and envisages a mixed use retail and residential development with leisure (cinema) anchor to act as a catalyst to create a step change in the town centre's retail offer and transform Redhill's evening economy.

The AAP also identifies those sites within the town that are appropriate for tall buildings. This site is one of only a few within the town that are felt to be appropriate for taller buildings, which are classified as 8+ storeys (the others being Redhill Station, Post Office and Reading Arch Road).

It explains that 'Tall buildings' are buildings that stand out, are significantly higher than the surrounding buildings, and that recognisably changes the skyline. Tall buildings can provide legibility, providing a visual reference to aid way finding and navigation, in the right place, tall buildings can make a positive contribution to urban life as they affect the image and identity of the town as a whole. They can serve as beacons of regeneration and stimulate further investment, and will therefore be considered as part of the vision for Redhill."

The proposal seeks a landmark town centre mixed-use development in general accordance with the above Policy RTC1-A of the AAP. The design is well justified by the submitted design and access statement with attention given to respecting the constraints and opportunities of the site and the context of the surrounding area. The design and materials of the cinema and residential elements are quite different, intentionally so, to reflect their contrasting uses. Cinemas by their very nature tend to be enclosed structures, without significant fenestration and attention has therefore been given to providing a high quality material, in the form of brass-effect cladding whilst reflecting an element of neighbouring Victorian buildings, in the form of a horizontal line running through the building; as well as some glass punctuations and a larger opening in the northern corner where the signage would likely be provided. The design is further benefitted by the active retail frontages provided at ground floor level. The design and materials for the residential element is also considered to be sound, following a contemporary brick approach with recessed balconies and high quality detailing.

Conservation

The site sits between locally listed buildings in the form of Marylebourne House to the west, Station Road to the north (also Conservation Area) and the former Odeon theatre (retained façade) to the east. The design has sought to be sympathetic to elements of these buildings whilst acknowledging that an exact replica would be undesirable in a larger, contemporary development of this nature. The Conservation Officer therefore has no objections.

The application is also accompanied by a Townscape and Visual Impact Appraisal which assists in describing and evaluating the townscape of the site and surrounding landscape context; examining the development proposals and analysing their potential effects on the townscape and providing an assessment of the significance of these impacts. The conclusions of this are agreed: whilst the development will impact the townscape of the town by adding considerable new built form to infill the site and adding considerable height to the town centre, the effect of this would not be harmful. The south-easternmost element would become the tallest building in the town centre and could become a wayfinding device for visitors to Redhill. It will be seen in the context of other tall buildings of large scale such as Kingsgate House and form a cluster of buildings of large mass and height in the town centre. The new buildings will improve Marketfield Way by providing an active frontage along it and helping to better connect and link the Station and south end of the High Street together.

Overall therefore the scale and design of development is considered appropriate.

Parking and Access

The existing site provides 97 surface car parking spaces as a public car park as well as other privately owned parking spaces. The loss of the car park and other spaces is considered acceptable within the wider context of the town centre and was considered as part of the Hyder Parking Review 2011, undertaken to inform the Council's Core Strategy. The review found there to be an over-supply of parking within the town, stating "*There will be ample spare capacity to accommodate the lost parking as a result of the Marketfield Way redevelopment*".

Whilst the Marketfield Way car park may be more popular than others within the town, such as Gloucester Road, due to its central location, it is important to note that other parking options do exist to take up the capacity lost from this site. Furthermore, significant new parking opportunities are being created by the Sainsbury's redevelopment where the existing basement car park is being changed to town centre parking from its existing use as a Sainsbury's customer car park, with a new customer car park being provided at upper levels. This change arising from the Sainsburys development benefits town centre car parking to the order of 357 so more than outweighing the loss of the 97 spaces on Marketfield Way.

The development itself would provide 47 car parking spaces in a basement arrangement to serve the new development, accessed off Marketfield. Whilst this would be shared amongst the occupiers of the 153 new apartments, this provision is considered acceptable due to the highly sustainable location of the site within the town centre and near to good rail and bus links. The provision equates to a ratio of 0.3 per flat. It should be noted how this provision compares to the AAP which advocates parking at 25% - 50% of the Borough Standard due to the highly accessible nature of the town. This equates to 0.25 spaces per one bed flat and 0.37 spaces per two bed flat. On this basis there can be no objection to the onsite parking provision.

The accessing and servicing arrangements were carefully considered by the County Highway Authority (CHA) which resulted in a minor change to the corner of the building to facilitate larger turning vehicles to access. Subject to this change and conditions, the CHA have no objections in terms of highway safety or parking capacity.

The amenities of neighbouring properties have been assessed and, on balance, are considered acceptable. The most affected residential properties would be those within Station Road, who currently look over the open car park. Their views would be altered by the development but not to the extent that their outlook would be significantly harmed given there is no 'right to a view'. A daylight and sunlight exercise has been undertaken which confirms that this impact would also be acceptable and there would also be no significant loss of privacy.

The existing legal rights of owners/occupiers of land and premises within the application site would need to be considered through negotiated compensation agreements or use of compulsory purchase orders. Given the clear and significant economic and social benefits that would result from the regeneration of this site it is considered that the use of CPO powers would be appropriate, if required.

Residential Amenity

Satisfactory amenities would be provided for the potential occupiers of the new development. The internal floor areas of each dwelling will be in compliance with the National Described Space Standards demonstrating that the development has been designed to provide spacious levels of accommodation for the new residents. Within this, 75% of the dwellings will contain a private balcony and this will be complemented by a second floor open space area for use by the new community of around 320 sq m and together the development will provide sufficient private and shared amenity areas, especially when considering the town centre location and other outdoor amenity opportunities in the locality, such as Memorial Park.

Flooding

The site is within the Environment Agency's Flood Zone 2 where there is a risk of flooding. However, the scheme has been designed with flood compensation measures as well as means of escape for its occupants and on this basis there is no objection in flooding terms.

Affordable Housing

Under Policy CS15 of the Council's Core Strategy and the Affordable Housing SPD 2014, the development should provide affordable housing as an on-site provision at a rate of 30%. Both the Policy and SPD make allowance for this where it is demonstrated that the provision of affordable housing would make the development unviable, in accordance with national policy.

In this case an open book viability appraisal was submitted with the application that demonstrated that the developer profit from the scheme would be just 11.15%, which is far below that expected to provide a reasonable developer return (reward for risk profit). This appraisal was scrutinised by independent development viability experts appointed by the Council who managed to extract further value from the scheme in their own appraisal, bringing the developer profit up to 14.8%. However, this is still short of the usual developer appraisal that would be expected, which does vary according to market conditions, the scale of development, nature of scheme etc. As an example, the viability quoted as being acceptable for the former Redhill Station and Former Liquid and Envy schemes was 15-20%.

Based on the risks of the scheme and current market conditions, which have improved over more recent years, a developer profit of 15% profit on cost is considered to be reasonable in this case, as confirmed by the Council's appointed consultants. This is the level at which it is reasonable to expect the developer to consider the potential returns worthy of the risks in proceeding with the development and has no bearing on the applicant, be they a private developer, charity or local authority.

The development viability has therefore been fully explored and it is concluded that it would not offer sufficient profit to enable the requirement of affordable housing in this case. However, in order to ensure that a contribution towards affordable housing is clawed back, should the development viability prove better than expected, a

clawback agreement has been negotiated with the agreement to provide 50% of any profit over and above a 15% profit on cost threshold as affordable housing contribution. Whilst this would normally be secured through Section 106 legal agreement, in this case, due to the Council being applicant and unable to enter into a Section 106 Agreement with itself, it is recommended as a condition.

Employment

Whilst the redevelopment would more than re-provide the retail floorspace lost, it would not re-provide the small amount of office accommodation over the shop units fronting the High Street in Surrey House and is therefore a departure from Policy Em1a of the Borough Local Plan. However, given the proposal would likely more than make up for this in terms of jobs created, and the significant social and economic regeneration benefits of the scheme, a departure is considered fully justified in this case.

Conclusions

Overall therefore the proposed development is considered to bring significant regeneration benefits to Redhill and the Borough more widely. It will improve the retail offer of the town and improve the evening economy as well as providing a new cinema which has been identified as a need for the local area. It would also provide significant new housing numbers in a sustainable location and, whilst there would be an impact on the townscape of the town, this is considered acceptable. The lack of affordable housing is justified by a scrutinised viability exercise and the loss of employment land is fully justified. On this basis the proposal fully accords with the aims and objectives of the Redhill Town Centre Area Action Plan and accords with other development plan policies.

RECOMMENDATION

Planning permission is **GRANTED** subject to conditions.

Consultations:

Highway Authority: No objection subject to conditions (advice below).

Traffic Generation:

The development site is situated within the town centre and therefore provides opportunity for potential residents, employees and visitors of the development to travel by means other than the private car. The local railway station is just 100m to the northeast of the site and the town centre bus terminus is approximately 70m to the northern. The supporting TA suggests the development will generate up to approximately 60-70 vehicles trips per hour (but substantially less during the weekday AM peak). Being dispersed across the wider town centre highway network, many visitors will complete the final part of their arrival journey on foot. With the trips from the existing car park use dispersed across various parking facilities around the town centre, this level of traffic generations is unlikely to have a discernible impact on the adjacent highway.

Parking:

The supporting TA suggests that the loss of town centre parking (approximately 97 spaces) can be accommodated elsewhere in the town centre where existing capacity exists, and evidence to this end is provided through data from a recent town centre parking study. This study was conducted during 2011 and concluded that there is a significant amount of spare parking capacity in Redhill Town Centre, with approximately 1056 of the 4095 spaces unused during peak parking periods. The residential element of the scheme will be provided with 47 parking spaces at a ratio of 0.3 spaces per flat, meeting the Redhill Parking Standards which is based on 0.25 spaces per flat. On the basis of this data, SCC concludes that the development is unlikely to create localised parking problems which effect safety or the free movement of traffic. However, the question of local amenity, in that some visitors may have to park further from their primary destination within the town centre due to the loss of this car park, is a question for the LPA to consider and address.

Service Access:

Lengthy negotiations have taken place in relation to service access, and having reached a position where SCC are satisfied, the following elements will need to be addressed should the application be successful:

- The provision of service access from Marketfield Road, will require the adjacent highway to be kept clear of parked vehicles to allow for access by larger service vehicles, and for this reason the Section 278 works should include a local on street parking scheme;*
- The section 278 works will also include the relocation of the pedestrian crossing on Marketfield Way, the new access junction to the developments northern service yard, the adjustments to the junction of Marketfield Road / Marketfield Way (allowing improved HGV egress), and potentially including the adjustment to the advance direction sign at the corner of this junction (subject to the review of its adopted text height); and*
- A detailed service management plan will be required, covering the proposed layout of the northern service yard (bay positions, waiting restrictions, and pedestrian access restrictions), the use of banksman at both service areas, and the egress operation from the northern service yard.*

Stopping Up of Highway:

The applicant is reminded that SCC has confirmed the principle of allowing the affected access roads within the site to be stopped up. However, the question of the freehold ownership of these areas of highway will need to be addressed. Should they fall into the ownership of SCC negotiation in relation to the purchase of these areas land from SCC will be required.

Environment Agency – No objection. *The site in question is in Flood Zone 2. Through assessing a topographical survey, the applicant has demonstrated they are not at risk during a 1 in 100 inclusive of Climate Change at 20% flood event. According to our guidance relating to the new climate change allowances, More Vulnerable development in Flood Zone 2 should now consider the central allowance of 25%. Due to the distance and elevation of this site in relation to the Redhill Brook it is difficult for the applicant to accurately assess the central allowance without remodelling, which we deem excessive bearing in mind the nature and scale of the proposed development. The development also proposes to install self-raising barriers to all entrances of the building to a depth of 600mm, which is positive in relation to fluvial flooding.*

Conservation Officer – “I have no objection from a conservation viewpoint in regard to the setting of the Conservation Area. The scheme, a grid building, is neatly proportioned with active frontages. It should be considered whether conditions are needed in regard to tree provision in Marketfield Way.”

UK Power Networks – No objection

Environmental Protection – No objection subject to condition.

Surrey Sustainable Drainage Team: No objections subject to conditions.

Crime Prevention Advisor: No objections but suggested condition/informative.

National Air Traffic Safeguarding (NATS): No objections.

Gatwick Airport Safeguarding: No objections.

Representations:

Letters were sent to neighbouring properties on 18th May 2016, a site notice was posted on 9th June 2016 and advert placed in the local press on 26 May 2016.

7 responses have been received raising the following concerns:

Issue	Response
Inadequate Parking	See paragraphs 6.19-6.25
Increased traffic/congestion	See paragraphs 6.19-6.25
Incorrect ownership certificates served	Subsequently rectified
Overlooking	See paragraphs 6.26-6.29

Loss of Privacy	See paragraphs 6.26-6.29
Crime fears	See substantive crime fears – see crime prevention advice above
Property devaluation	Not a planning consideration
Construction inconvenience	See paragraph 6.30

Two letters of support were also received, including from Terrence O'Rourke on behalf of The Belfry Shopping Centre – Supporting the proposal subject to various conditions aimed at ensuring that it enhances the appearance, vitality and viability of Redhill as a shopping destination.

1.0 Site and Character Appraisal

- 1.1 The site comprises, in the main, the surface Marketfield Way car park which is a public car park providing 97 spaces. It also includes a three storey building fronting High Street which comprises ground floor retail units (including amongst others Argos, Subway, Coral, charity shops) with ancillary retail and/or offices above. The site extends to the rear of the locally listed buildings Marylebourne House (fronting High Street) and the locally listed Station Road parade so includes their rear servicing areas but excludes the properties themselves.
- 1.2 The existing car park is situated at a slightly lower level than Marketfield Way and is also used to store shipping containers associated with the Redhill market. There are various trees bounding the site at its boundary with Marketfield Way. The site is currently accessed from Marketfield Way following changes resulting from the Balanced Network.
- 1.3 The site is located at a prominent position in the centre of Redhill Town Centre and is included within a site specific policy RTC1-A within the Redhill Town centre Area Action Plan. It is within Environment Agency Flood Zone 2 and designated Primary Shopping Area in the 2005 Borough Local Plan. The Station Road parade to the north is also a designated Conservation Area and the site is opposite the retained façade of the former Odeon theatre which is locally listed.
- 1.4 The site is located nearby Redhill bus and train stations so is highly accessible and the surrounding area is characterised by town centre uses with retail and commercial uses predominating. Buildings in the vicinity are varied with Victorian elements as well as larger more modern commercial buildings such as Kingsgate House and Quadrant House.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: Extensive pre-application discussions were held, and a public consultation undertaken which saw the

design of the scheme developed and the need for high quality materials confirmed.

- 2.2 Improvements secured during the course of the application:
The building has been altered to facilitate servicing requirements from the County Highway Authority as well as the affordable housing situation being fully explored.
- 2.3 Further improvements could be secured: the use of conditions will secure a number of improvements to the scheme including the use of appropriate materials, construction method statement, highway conditions and landscaping as well as a clawback of affordable housing contributions.

3.0 Relevant Planning and Enforcement History

There is no relevant planning history for the site other than its use as a public car park.

4.0 Proposal and Design Approach

- 4.1 The application seeks full planning permission for the demolition of the existing mixed use retail/commercial building at 18-42 High Street and the development of the site for a comprehensive mixed use retail/leisure/residential scheme. It would comprise a new multiplex cinema, 11 ground floor retail units and 153 apartments comprising 4 studios, 69 x 1-bedroom apartments and 80 x 2-bedroom apartments. 47 basement car parking spaces would also be provided in addition to 220 cycle spaces.
- 4.2 The proposal would have a dual frontage, facing onto both High Street and Marketfield Way as well as having a central break providing pedestrian access between the High Street and Marketfield Way onto which with units would also face, creating a partially covered colonnade. The development would extend up to 13 storeys at its highest point, that being the south eastern corner facing Marketfield Way with this elevation staggering down to ten storeys and then further down to the cinema which would be comparable in height to the ridge of The Abbot PH adjacent. Facing High Street the development would be between 6 and 8 storeys in height with 4 and 6 storeys of residential above a double-height retail frontage. This again has been staggered to reflect adjacent buildings.
- 4.3 The southernmost elevation would comprise the return of retail unit 7 as well as the residential entrance, basement car park entrance and refuse area on the ground floor with three storeys of residential above linking the High Street element to the Marketfield Way building. The basement parking would be accessed from here, with access from Marketfield Way.
- 4.4 The main servicing access for the cinema and other units would be at the north of the site, again of Marketfield Way, running along the rear of Station Road and Marylebourne House where individual refuse stores would be

located and the substations relocated. The corner of this element has been chamfered to allow for servicing vehicles to enter/exit from Marketfield Way.

- 4.5 The residential elements are designed with two different brick colours to provide contrast and are simply but neatly designed with even distribution of windows, recessed balconies and brick detailing. The cinema is designed with brass-effect rain screen cladding and several smaller window punctuations and a larger opening in the northern corner to provide an opening and opportunity for signage.
- 4.6 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.7 Evidence of the applicant's design approach is set out below:

Assessment	<p>The statement considers the existing character in depth, including historic buildings in the locality both existing and previously demolished. It also considers the larger or more prominent buildings that define the town centre.</p> <p>The existing trees fronting Marketfield Way are shown retained and the need to retain existing servicing arrangements is also included</p>
Involvement	<p>Extensive community consultation took place, including:</p> <ul style="list-style-type: none"> • Redhill Ward Members Briefing on the 25th February • Redhill Regeneration Forum on the 8th March • Presentation to Reigate and Banstead Councillors on 21st March • Posters placed around the town to notify the local community of the proposal and to invite people to attend the public exhibition; • Letters to stakeholders, inviting to exhibition events, in all 117 residents and business were sent individual invitations; • A public exhibition was held over two days on 9th March and 12th March 2016, at the former Mothercare Unit in the Warwick Quadrant. Exhibition boards were prepared and project team members present. Those attending were encouraged to complete a response form. • A dedicated project website was set up for the consultation period, to provide access to the exhibition boards and updates to the local community, detailing how viewers could contact the project team. <p>45 questionnaires were completed with 43 in support of the provision of the new retail and leisure facilities and 41 in support of the new housing</p>

Evaluation	The statement includes evidence of other development options considered in terms of how the scheme evolved in its design.
Design	The statement explains how the proposals were designed to respect the surrounding context and provide a new landmark development for the town with linkages between the rail station and High Street and built form to respect the surrounding building heights and character.

4.8 Further details of the development are as follows:

Site area	0.59 ha
Existing use	Public car park (sui generis) Retail (A1/A2/A3) Offices (B1a)
Proposed use	Cinema (D2 leisure) – 1,587sqm Retail (A1- 3,463sqm; A3 – 2,091sqm) Residential (C3)
Proposed residential apartments	153 (4 studios, 69 x 1-bed and 80 x 2-bed)
Existing parking spaces	97
Proposed parking spaces	47
Cycle spaces	220

5.0 Policy Context

5.1 Designation

Town centre Primary Shopping Area
EA Flood Zone 2
Adjacent to Conservation Area and Locally Listed Buildings

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS4 (Valued Townscapes and Historic Environment)
CS5 (Valued People/Economic Development)
CS6 (Allocation of land for development)
CS7 (Towns and local centres)
CS10 (Sustainable Development)
CS11 (Sustainable Construction),
CS15 (Affordable Housing)
CS17 (Travel options and Accessibility)

5.3 Reigate & Banstead Borough Local Plan 2005

Landscape & Nature Conservation	Pc4
Employment	Em1a
Shopping	Sh1, Sh2, Sh3, Sh5
Housing	Ho2, Ho9, Ho9A, Ho13
Utilities	Ut4
Movement	Mo4, Mo5, Mo6, Mo7, Mo9, Mo10, Mo13
Recreation	Re2

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Redhill Town Centre Area Action Plan Consultation Draft 2012	
Development Management Plan 2016 Regulation 18 Consultation Document	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide A Parking Strategy for Surrey Parking Standards for Development Affordable Housing
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010

6.0 **Assessment**

6.1 The main issues to consider are:

- Principle of development
- Design appraisal
- Highway matters
- Neighbour amenity
- Affordable housing
- Flooding and drainage
- Sustainability
- Ecology
- Environmental

Principle of development

6.2 The site is earmarked for development under Policy RTC1-A of the 2012 Redhill Town Centre area Action Plan Consultation Draft. This plan, whilst

not fully adopted has undergone consultation and so can be considered a material planning consideration for the purposes of decision making. Furthermore, it is intended that the AAP be incorporated into the DMP which is currently being prepared.

- 6.3 Policy RTC1-A of the AAP promotes the site for a mixed-use retail and leisure development together with residential. It draws upon evidence provided for the 2014 Core Strategy in the form of the Retail and Leisure Needs Assessment undertaken by Roger Tym & Partners in 2011. This identifies the retail floorspace needs within the Borough with the majority focussed on being provided in Redhill. The study finds that approximately 19,000 sq m of comparison retail floorspace and 7,000 sq m of convenience retail floorspace is required in Redhill town centre by 2027. The study also states that the Borough is currently poorly served by cinemas and the evidence supports a requirement for extra facilities to service the local population and due to the policy support for growth, suggests the additional facility should be directed to Redhill in the first instance. They also conclude that whilst Redhill's food and drink offer is 'adequate' there is some scope for improvement in the quality of the food and drink offer in Redhill and that the Council should encourage an improved evening economy.
- 6.4 Currently the town is served by the Harlequin which provides an excellent theatre as well as some cinema productions. It is considered that a multiplex cinema is different to the product offered by the Harlequin and so the two can compete positively. It is likely that combined, a new cinema in addition to the Harlequin will significantly improve Redhill's attraction from a leisure and cultural perspective, as envisaged by the Retail and Leisure Needs Assessment.
- 6.5 The proposed new retail units would help improve the attraction of Redhill as a shopping destination. Not only would they add to the retail floorspace of the town but, perhaps more importantly, they would be designed of a size and scale attractive to modern occupiers, including double-height units. This would help attract a different type of retail occupier to the town boosting its draw for shoppers and helping retain retail spend within the borough.
- 6.6 The draw of the multiplex cinema brings with it the potential to also attract restaurant chains that would otherwise be reluctant to locate within the town and are largely absent at present. Together with the cinema this would help improve the evening economy, bringing life and vitality to the town centre after dark so helping to provide a bustling presence that helps overcome issues of anti-social behaviour which has been a problem historically due to the lack of such facilities.
- 6.7 The town centre housing would not only provide welcome new housing in the Borough, as required by the 2014 Core Strategy but its town centre location would also significantly boost activity in the town when it would otherwise be quiet. This would have a symbiotically positive relationship with the retail units and shops.

- 6.8 The focus of Redhill town centre as the location for new housing, retail and leisure development would accord with Policies CS6, CS7 and CS8 of the 2014 Core Strategy which promotes this due to the town's excellent transport links and potential for growth.
- 6.9 The proposal would result in the loss of some office floorspace on the upper floors of Surrey House, to be demolished and, in isolation when assessed against Policy Em1a of the Borough Local Plan, this would represent a departure. However, when balancing this loss against the wider strategy for development in the development plan as well as the specific economic and social benefits that would result from the proposed development, including a likely overall increase in employment, this departure is considered to be fully justified and accords with other policies in the plan.

Design appraisal

- 6.10 The application was subject to pre-application consultation including discussions with Planning Officers regarding the proposed scale and design. It is supported by extensive and thorough design and access statement and townscape and visual impact assessment which both explain the context and rationale behind the chosen design.
- 6.11 At 13 storeys the south-eastern building would be the slightly taller than the adjacent Kingsgate House and would therefore represent the tallest building within this part of Redhill. However, this height would not extend to the entire length of the building which would be appropriately staggered down to a 10-storey element and then down again to the cinema building. The height scale is considered to accord with general townscape principles with the site being one of relatively few identified within the AAP and Draft DMP as appropriate for taller buildings (the others being Redhill Station, Post Office and Reading Arch Road).
- 6.12 The height of the building facing the high street would be between 6 and 8 storeys in height with 4 and 6 storeys of residential above a double-height retail frontage. Adjacent to the locally listed Marylebourne House, the upper floor would be set-back and subservient so represents an appropriate height and scale to provide a transition between this and Kingsgate House whilst also not unduly dominating or looming over the pedestrianised High Street.
- 6.13 The Conservation Officer was consulted about the application and considered its impact on the Station Road Conservation Area and locally listed buildings to be acceptable as well as commenting that the design was neatly proportioned with active frontages.
- 6.14 Aside the acceptability of the scale of buildings, their design is also well considered and responds to local context. The use of two bricks for the residential elements ensures that there would be some variety and responds to the criticisms of over-use of red brick in other Redhill buildings. The brick detailing is good with neatly composed and well-proportioned fenestration including recessed balconies and brick detailing to identify and articulate the

different elements and hierarchy of the buildings. The active frontages would ensure that at street level the development offers a human scale as well as activity and interest at street level.

- 6.15 The proposed cinema building has been designed with a copper/brass effect rain-screen cladding and, by its very nature, is a relatively enclosed structure although it does have several openings in its main elevation fronting Marketfield Way and a larger opening in the top northern corner which would likely be used for signage as well as the lower southern corner. In addition, the building would retain the active ground floor frontage giving it an open, active and accessible image at the human scale. The building could not replicate the more traditional and detailed designs of the historic buildings in the locality and neither would this be appropriate but it does respect their proportions with a horizontal line running across to mark the eaves of the adjacent building. Overall therefore the design of the cinema is considered to be appropriate to its function, location and context.
- 6.16 The building would have a central ground floor access linking High Street with Marketfield Way which would have an active frontage creating a colonnade type feature with retail and restaurants facing inwards onto this so creating a pleasant and welcoming environment for moving between the two streets or spending leisure time.
- 6.17 The servicing arrangements would be relatively discreet, to the rear of the building on its northern side and to the side on the southern extent. They would not dominate the views of the development or distract from its overall appearance and are therefore acceptable.
- 6.18 There are several trees along Marketfield Way on the boundary of the site which provide useful relief in the urban environment. It is important that these trees be either retained or replaced which would be secured through condition.

Highway matters

- 6.19 The existing car park provides 97 spaces and is a public town centre car park for shoppers use. Whilst it is popular due to its central location and surface arrangement, this is not reflective of the general over-supply of car parking spaces within Redhill Town centre more widely, such as at Gloucester Road. The loss of the car park and other spaces is considered acceptable within the wider context of the town centre and was considered as part of the Hyder Parking Review 2011, undertaken to inform the Council's Core Strategy. The review found there to be an over-supply of parking within the town, stating "There will be ample spare capacity to accommodate the lost parking as a result of the Marketfield Way redevelopment".
- 6.20 This is reflected in the County Highway officer's comments: "*The supporting TA suggests that the loss of town centre parking (approximately 97 spaces) can be accommodated elsewhere in the town centre where existing capacity*

exists, and evidence to this end is provided through data from a recent town centre parking study. This study was conducted during 2011 and concluded that there is a significant amount of spare parking capacity in Redhill Town Centre, with approximately 1056 of the 4095 spaces unused during peak parking periods.”

- 6.21 Furthermore, significant new parking opportunities are being created by the Sainsbury's redevelopment where the existing basement car park is being changed to town centre parking from its existing use as a Sainsbury's customer car park, with a new customer car park being provided at upper levels. This change arising from the Sainsburys development benefits town centre car parking to the order of 357 so more than outweighing the loss of the 97 spaces on Marketfield Way.
- 6.22 The development itself would provide 47 car parking spaces in a basement arrangement to serve the new development, accessed off Marketfield. Whilst this would be shared amongst the occupiers of the 153 new apartments, this provision is considered acceptable due to the highly sustainable location of the site within the town centre and near to good rail and bus links. The provision equates to a ratio of 0.3 per flat. It should be noted how this provision compares to the AAP which advocates parking at 25% - 50% of the Borough Standard due to the highly accessible nature of the town. This equates to 0.25 spaces per one bed flat and 0.37 spaces per two bed flat. With regards this aspect the County Highways Officer comments *“The residential element of the scheme will be provided with 47 parking spaces at a ratio of 0.3 spaces per flat, meeting the Redhill Parking Standards which is based on 0.25 spaces per flat. On the basis of this data, SCC concludes that the development is unlikely to create localised parking problems which effect safety or the free movement of traffic. However, the question of local amenity, in that some visitors may have to park further from their primary destination within the town centre due to the loss of this car park, is a question for the LPA to consider and address.”*
- 6.23 As explained above, the presence of other car parks within the town, especially the soon to be open Sainsbury's basement car park for other shoppers, which is located near to this site, the impact on the amenity of visitors having to potentially travel slightly further to their destination is accepted. Furthermore, the development of this site for non-parking uses is a Policy within the Council's own emerging Development Plan and so this impact has, to this extent, already been considered.
- 6.24 The impact on the capacity of the highway network has also been considered with the supporting TA suggesting the development will generate up to approximately 60-70 vehicles trips per hour (but substantially less during the weekday AM peak). With the local railway station just 100m to the northeast of the site and the town centre bus terminus approximately 70m to the north and with visitors likely to be arriving at the site having travelled on foot from other transport nodes or car parks surrounding the town, this level of traffic generations is unlikely to have a discernible impact on the adjacent highway.

- 6.25 Lengthy negotiations have taken place in relation to service access, particularly at the northern service yard where the ability for a larger service vehicle to turn in was questioned. Following an amendment to the building at this point to chamfer the corner to widen the access the County Highway Authority are now satisfied, subject to a number of conditions.

Neighbour amenity

- 6.26 The nearest and most affected neighbouring residential properties are those apartments on the upper floors of Station Road and Marlybourne House, facing onto the Marketfield Way car park. Presently they have a view and outlook over a relatively open area, given the nature of the surface car park presently. This outlook and view would be significantly altered by the proposed development but the loss of view is not itself a material planning consideration. Rather an assessment needs to be made with regards the level of harm, if any, resulting from the development in terms of the privacy and light of these neighbours and any overbearing impact on them.
- 6.27 A detailed daylight and sunlight assessment was requested of the applicants and submitted with the application. This provides an extensive assessment of the impact of the development on the light levels within the residential properties surrounding the site including Station Road, Marlybourne House and the potential impact on the occupiers of the permitted redevelopment of the Former Odeon site. The Council's own Supplementary Planning Guidance adopts a 45-degree or 25-degree approach to light assessments but this can be a relatively crude tool, especially when considering more complex built relationships where buildings are not directly parallel or perpendicular to one another. Instead a more complex measurement of the overall vertical sky component and average daylight factor has been adopted. The assessment concludes that, whilst some reduction in vertical sky component would result at some neighbouring windows, this results from the current open aspect enjoyed, uncommon in an urban environment. When considering the average daylight factor the assessment concludes that all rooms would maintain an acceptable level at or above the recommended BRE guidance. When considered in the context of the town centre location in which all these properties are located, and the relative amenities that are normally expected, the impact on light entering neighbouring properties is considered acceptable.
- 6.28 The proposed development would be sufficiently distant from the habitable windows of neighbouring properties or at a sufficiently oblique angle to them so as not to cause any undue loss of privacy from window-to window overlooking and is therefore acceptable in this regard.
- 6.29 The amenities provided for the potential occupants of the development are also deemed to be acceptable. Most would have access to a private balcony but a communal amenity area would also be provided within the development at the 2nd floor roof level, in a courtyard arrangement, providing further amenity space. Furthermore, the site is located within a town centre

close to Memorial Park and so its residents can benefit from the amenities associated with this and the amenity areas provided are therefore acceptable and commensurate to its location.

- 6.30 There will inevitably be some inconvenience caused to town users including neighbouring properties resulting from the construction phase. Whilst condition and informatives are suggested to mitigate this, it is an inevitable consequence of development and does not warrant refusal of planning permission.

Affordable housing and Infrastructure

- 6.31 Under Policy CS15 of the Council's Core Strategy and the Affordable Housing SPD 2014, the development should provide affordable housing as an on-site provision at a rate of 30%. Both the Policy and SPD make allowance for this where it is demonstrated that the provision of affordable housing would make the development unviable, in accordance with national policy.
- 6.32 In this case an open book viability appraisal was submitted with the application that demonstrated that the margin/developer profit from the scheme would be just 11.15%, which is far below that expected in order to provide a reasonable developer return (reward for risk profit). This appraisal was scrutinised by independent development viability experts appointed by the Council who managed to extract further value from the scheme in their own appraisal, bringing the developer profit up to 14.8%. This considered the potential viability from both a private market and a PRS scheme (Private Rental Sector) which is understood to be the preferred option for the applicant in order to appreciate the most profitable option.
- 6.33 However, even the 14.8% profit that the consultants considered could be returned is still short of the usual developer margins that would be expected. However this does vary according to market conditions, the scale of development, nature of scheme etc. There is no definitive profit level which is considered 'reasonable'. The NPPF advises it should *"provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable"*. RICS Guidance similarly suggests that profit *"should be at a level reflective of the market at the time of the assessment being undertaken. It will include the risks attached to the specific scheme. This will include both property-specific risk, i.e. the direct development risks within the scheme being considered, and also broader market risk issues, such as the strength of the economy and occupational demand, the level of rents and capital values, the level of interest rates and availability of finance."*
- 6.34 As an example, the viability quoted as being acceptable for the former Redhill Station and Former Liquid and Envy schemes was 20% (although market conditions have improved since then). More recently a smaller development of only three houses was allowed at appeal without affordable

contributions at a profit of 17%, where the risks would be expected to be far less than a scheme of this nature.

- 6.35 Based on the risks of the scheme, including the commercial uncertainties and construction complexities and current market conditions, a developer profit of 15% profit on cost is considered to be reasonable in this case, as confirmed by the Council's appointed consultants. This is the level at which it is reasonable to expect the developer to consider the potential returns worthy of the risks in proceeding with the development and has no bearing on the applicant, be they a private developer, charity or local authority. This is confirmed by the RICS guidance financial viability in planning viability in planning which states "*In undertaking scheme-specific viability assessments, the nature of the applicant should normally be disregarded, as should benefits or disbenefits that are unique to the applicant. The aim should be to reflect industry benchmarks in both development management and plan making viability testing.*"
- 6.36 The development viability has therefore been fully explored and it is concluded that it would not offer sufficient profit to enable the requirement of affordable housing in this case. To require the provision of affordable housing (or a contribution in lieu) would be economically unviable and would risk stalling the development. Core Strategy Policy CS15 allows for negotiation in cases where viability is genuinely at issue and national policy which advises that "*where obligations are being sought or revised, local planning authorities should...wherever appropriate, be sufficiently flexible to prevent planned development being stalled*". Furthermore it would likely be deemed unreasonable at appeal.
- 6.37 However, in order to secure a contribution towards affordable housing should the viability of the project improve (either by reduced costs or increased values from those anticipated), a clawback mechanism is recommended to secure a proportion of any profits over 15% towards an affordable housing contribution through a condition. This would ordinarily be secured through a S106 legal agreement but given the applicant being the Council, who cannot enter into agreement with itself, a condition is the appropriate mechanism in this case.
- 6.38 There have been no site specific infrastructure contributions identified as necessary from any consultees or in the assessment of the application and so no other Section 106 obligations are required. SCC Highways have made recommendations which can be met through conditions. The site is within the regeneration area of Redhill Town Centre where the challenging nature of development costs have led to the area being exempt from CIL and so none would be required in this case.

Flooding and Drainage

- 6.39 The site is located within the Environment Agency Flood Zone 2 but the application was supported by a Flood Risk Assessment which has been fully assessed by the Environment Agency who are satisfied that the proposed

measures are such that the development would not exacerbate the flood risks due to the measures and flood compensation areas proposed.

- 6.40 The site also has a history of surface water drainage problems which have been assessed by the County Council as Lead Local Flood Authority and the Council's own Drainage Engineer, both of whom are satisfied that the proposal is acceptable subject to mitigation measures through conditions.

Sustainability

- 6.41 The application was accompanied by a BREEAM Assessment which demonstrates how the non-residential elements would achieve a BREEAM rating of 'Very Good' in accordance with Core Strategy Policy and this shall be required by condition.
- 6.42 A sustainability statement also accompanied the application confirming how the residential elements would achieve a reduction in carbon dioxide emissions of over 12% and reduction in energy consumption by over 10% this accords with Policy and would be achieved through This is to be achieved through passive design, energy efficient measures incorporating design features such as energy efficient lighting, submetering of relevant areas, upgrading of 'U' values and occupancy sensing in relative areas Combined Heat and Power serving the residential element and Air Source Heat Pumps serving the commercial element. Again this requirement would be secured through condition.

Ecology

- 6.43 The application was supported by an ecological report which demonstrated that the likelihood of any protected species being present on the site was low. However, in order to mitigate any potential impacts in this regard, a condition is suggested to ensure that the report's recommendations are adhered to. These include: Nesting bird check, if nesting season cannot be avoided; Designing an extensive green/brown roof to include wildflower planting; Create dwellings for invertebrates on the roof; and Install bird boxes on/in new building walls.

Environmental

- 6.44 The application was accompanied by reports regarding air quality and noise both of which demonstrate that acceptable levels can be achieved and have no objections from Environmental Services.
- 6.45 The very northern part of the site was historically used as a garage and so could have contamination potential and therefore a condition is recommended should there be any digging or construction in this area.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason:

To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan Type	Reference	Version	Date Received
Elevation Plan	AA3983-2203		03.05.2016
Elevation Plan	AA3983-2204		03.05.2016
Elevation Plan	AA3983-2207		03.05.2016
Street Scene	AA3983-2210		03.05.2016
Combined Plan	AA3983-2220		03.05.2016
Combined Plan	AA3983-2221		03.05.2016
Combined Plan	AA3983-2222		03.05.2016
Combined Plan	AA3983-2225		03.05.2016
Combined Plan	AA3983-2230		03.05.2016
Combined Plan	AA3983-2232		03.05.2016
Combined Plan	AA3983-2240		03.05.2016
Section Plan	AA3983-2251		03.05.2016
Section Plan	AA3983-2252		03.05.2016
Section Plan	AA3983-2253		03.05.2016
Combined Plan	AA3983-2225	A	03.05.2016
Section Plan	AA3983-2101	B	20.06.2016
Floor Plan	AA3983-2100	C	25.11.2016
Elevation Plan	AA3983-2205	A	25.11.2016
Elevation Plan	AA3983-2208	B	25.11.2016
Elevation Plan	AA3983-2209	A	25.11.2016
Combined Plan	AA3983-2241	A	25.11.2016
Site Layout Plan	AA3983-2006	A	25.11.2016

Reason:

To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels. The development shall be carried out in accordance with the approved levels.

Reason:

To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policies Ho9 and Sh2.

4. No development shall take place until written details of the materials to be used in the construction of the external surfaces, including fenestration and roof, have been submitted to and approved in writing by the Local Planning Authority. It is expected that the materials will follow those listed in the Design and Access Statement and the development shall be carried out in accordance with the approved details.

Reason:

To ensure that a satisfactory external appearance is achieved of the development with regard to Reigate and Banstead Borough Local Plan 2005 policies Sh2, Ho9 and Ho13.

5. No development shall commence including groundworks or demolition until a detailed Tree Protection Plan (TPP) shall be submitted to and approved in writing by the local planning authority. The TPP shall contain details of the specification and location of tree protection (barriers and/or ground protection) and any construction activity that may take place within the protected root areas of trees/hedges shown, where retained on the TPP. The tree protection measures shall be installed prior to any development works and will remain in place for the duration of all construction works. The tree protection barriers/ground protection shall only be removed on the completion of all construction activity, including hard landscaping. All works shall be carried out in strict accordance with these details when approved.

Reason:

To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction – Recommendations' and policies Pc4 and Pc12 of the Reigate and Banstead Borough Local Plan.

Informative

The use of a suitably qualified arboricultural consultant is essential to provide acceptable submissions in respect of the arboricultural tree condition above. All works shall comply with the recommendations and guidelines contained within British Standard 5837

6. No development shall commence on site until a scheme for the landscaping of the site including the retention of existing landscape features and replacement tree planting has been submitted to and approved in writing by the LPA. Landscaping schemes shall include details of hard and soft landscaping, including any tree removal/retention, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation and management programme.

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved or in accordance with a programme agreed in writing with the local planning authority.

Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, shrubs of the same size and species.

Reason

To ensure good arboricultural and landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Pc4, Pc12, Ho9 of the Reigate and Banstead Borough Local Plan 2005. All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or within the first planting season following completion of the development hereby approved.

Any trees shrubs or plants planted in accordance the approved scheme which are removed, die or become damaged or diseased within five years of planting shall be replaced within the one year by trees, shrubs of the same size and species in the same location.

Reason

To ensure good landscape practice in the interests of the maintenance of the character and appearance of the area and to comply with policies Sh2, Ho9, Pc12 of the Reigate and Banstead Borough Local Plan 2005 and the recommendations within British Standard 5837:2012 Trees in relation to design, demolition and construction

7. A landscape management plan, including long term design objectives management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, which ever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason:

To preserve and enhance the visual amenities of the locality with regard to Reigate and Banstead Borough Local Plan 2005 policy Ho9 and Pc4.

8. No development shall commence until a Construction Transport Management Plan, to include details of: details of :
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused, and
 - (j) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

9. The development hereby approved shall not be first occupied unless and until the proposed vehicular accesses on to Marketfield Road (including changes to local parking restrictions) and Marketfield Way (including the required relocation of the adjacent controlled pedestrian crossing) have been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

10. The development hereby approved shall not be first occupied unless and until the existing access from the site to Marketfield Road has been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

11. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked for the loading and unloading of 6 light goods vehicles and 3 heavy goods vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / loading and unloading /turning areas shall be retained and maintained for their designated purpose.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

12. The development hereby approved shall not be first occupied unless and until a service management plan specifying arrangements for deliveries to and removals from the site, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones

- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused, and
- (j) on-site turning for construction vehicles; and
- (k) a communications plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

13. The development hereby approved shall not be first occupied unless and until a service management plan specifying arrangements for deliveries to and removals from the site, to include details of:
- (a) The types of vehicles to be used and hours of operation
 - (b) The dimensions and layout of lorry parking and turning areas
 - (c) The management of delivery scheduling
 - (d) The management of vehicle conflict at the exit onto Marketfield Way, and
 - (e) The use of banksman/general risk management.
- has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users to satisfy policies Mo5 and Mo7 of the Reigate and Banstead Borough Local Plan 2005 and the objectives of the NPPF 2012.

14. Prior to first occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide". And then the approved Travel Plan shall be implemented on first occupation and for each and every subsequent occupation of the development, thereafter the Travel Plan shall be maintained and developed to the satisfaction of the Local Planning Authority.

Reason:

In recognition of Section 4 "Promoting Sustainable Transport " in the National Planning Policy Framework 2012.

15. No development shall be commenced until a Training and Employment Strategy, detailing how the proposed development, both during the construction and operational phases, will provide opportunities specific to the needs of the local area, has been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure the development provides economic and social benefits to the town with regard to Policy Em1 of the Reigate and Banstead Borough Local Plan 2005.

16. No development shall be commenced until details of a scheme to update the wayfinding signage within the town centre have been submitted to and approved by the Local Authority. The development shall be carried out in accordance with the approved details.

Reason:

In order to ensure that town centre signage remains relevant and up to date and to promote the scheme as a visitor attraction with regards Policies RE2 and Sh2 of the Reigate and Banstead Borough Local Plan 2005.

Informative

For more information on the requirements of the above two conditions please contact the Council's Regeneration team.

17. An open book appraisal shall be submitted to the Local Planning Authority setting out the actual development costs and values as achieved. 50% of any development profit achieved above a level of 15% profit on cost shall be provided as an affordable housing contribution in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the penultimate residential unit.

Reason:

To ensure that a contribution towards affordable housing is provided if development viability allows, in accordance with Policy CS15 of the 2014 Core Strategy.

18. Prior to construction of the development hereby approved the following drawings need to be supplied to and approved by the local planning authority:
- Detailed development layout at an appropriate scale;
 - a drainage layout detailing the exact location of SUDs elements, including finished floor levels;
 - details of all SuDS elements and other drainage features, including long and cross sections of attenuation tanks, pipe diameters including the details of the methods of flow control and respective levels and how these relate to submitted calculations.

The development shall then be carried out in strict accordance with the details.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

19. Prior to construction of the development hereby approved, details of the proposed maintenance regimes for each of the SUDS elements shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

20. Prior to occupation, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason:

To ensure that the SuDS are adequately planned, delivered and that the development is served by an adequate and approved means of drainage to comply with Policy Ut4 of the Reigate and Banstead Borough Local Plan 2005 and Policy CS10 of the Core Strategy 2014, as well as the requirements of the Non-statutory technical standards.

21. The development shall be carried out in accordance with the mitigation measures set out in the Air Quality Assessment dated 6th April 2016.

Reason:

To ensure that the development does not have any adverse air quality impacts with regards Policy Ho9 of the Reigate and Banstead Borough local Plan 2005.

22. The development shall be carried out in accordance with the Ventilation Strategy report dated 20 April 2016 undertaken by Cudd Bentley Consulting.

Reason:

To ensure that a successful ventilation strategy can be achieved with regards Policy Ho9 of the Reigate and Banstead Borough local Plan 2005.

23. The development shall be carried out in accordance with the Sustainability Statement report dated 28 April 2016 undertaken by Cudd Bentley Consulting and the energy and CO2 reductions contained therein.

Reason:

To ensure that the development would reduce greenhouse gases with regards Policies CS10 and CS11 of the 2014 Core Strategy 2014 and Ho9 of the Reigate and Banstead Borough local Plan 2005.

24. The development shall be carried out in accordance with the environmental improvements as set out in the BREEAM Pre Assessment Report dated 28 April 2016 undertaken by Cudd Bentley.

Reason:

To ensure that the development would reduce greenhouse gases with regards Policies CS10 and CS11 of the 2014 Core Strategy and Policy Sh2 and Re2 of the Reigate and Banstead Borough local Plan 2005.

25. The development shall be carried out in accordance with the ecological mitigation and enhancement measures as set out in the Ecology Report dated April 2016 undertaken by WYG.

Reason:

To ensure that the development would respect the ecological environment with regards PolicyCS10 of the 2014 Core Strategy.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), the retail units 1 to 11 shall be for use classes A1 to A3 only and shall not be sub-divided without the prior written consent of the Local Planning Authority.

Reason:

To ensure that suitable retail facilities are provided in this location with regards policy Sh10 of the Reigate and Banstead Borough Local Plan 2005.

27. The development shall be carried out in accordance with the flood risk management measures as set out in the Site Specific Flood Risk Assessment dated August 2016 undertaken by Richard Jackson Engineering Consultants Ltd.

Reason:

To ensure that the development would not exacerbate the flood risk with regards Ut4 of the Reigate and Banstead Borough Local Plan 2005.

28. No development or other groundworks shall take place north of the proposed building extent unless and until a written Phase 1 and 2 Environmental Risk Assessment report(s) has been submitted to and approved in writing by the local planning authority

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of the wider environment with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

Informative:

The report should include but not be limited to an assessment of contamination sources, pathways and receptors and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations such as with the Contaminated Land Officer and be submitted to the Local Planning Authority and is subject to the approval in writing of the Local Planning Authority and any additional requirements that it may specify. The report shall be prepared in broad accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

29. Should ground contamination be identified that requires remediation then a remediation method statement should be produced that details the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and details of the information to be included in a validation report, has been submitted to and approved in writing by the Local Planning Authority, and any additional requirements that it may specify, prior to the remediation being commenced

on site. The Local Planning Authority shall then be given a minimum of two weeks written notice of the commencement of remediation works.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of the wider environment with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

30. Prior to occupation, if development north of the proposed building extent has taken place, a remediation validation report for the investigation area shall be submitted to and approved by the Local Planning Authority in writing. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site.

Reason: To demonstrate remedial works are appropriate and demonstrate the effectiveness of remediation works so that the proposed development will not cause harm to human health or pollution of the wider environment with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

31. Contamination not previously identified, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary by the Local planning Authority development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted in writing to the Local Planning Authority. The remediation method statement is subject to the written approval of the Local Planning Authority and any additional requirements that it may specify.

Reason: To ensure that the proposed development and any site investigations and remediation will not cause harm to human health or pollution of the wider environment with regard to Reigate and Banstead Borough Council Local Plan 2005 Policy (insert reference) and the NPPF.

INFORMATIVES

1. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
2. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
5. The developer is advised that it is an offence to obstruct or divert the route of any right of way unless carried out in complete accordance with appropriate legislation.
6. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
7. The applicant is advised of the comments of the Surrey crime Prevention Design Advisor with regards achieving Secured By Design accreditation.
8. Your attention is drawn to the safety benefits of installing sprinkler systems as an integral part of new development. Further information is available at www.firesprinklers.info.
9. The applicant is advised that separate advertisement consent may be required for any proposed signage or advertisement to be displayed on the premises.
10. The essential requirements for an acceptable communication plan, as required by Condition 12 above, are viewed as:
 - (i) how those likely to be affected by the site's activities are identified and how they will be informed about the project, site activities and programme;
 - (ii) how neighbours will be notified prior to any noisy/disruptive work or of any significant changes to site activity that may affect them;

(iii) the arrangements that will be in place to ensure a reasonable telephone response during working hours;

(iv) the name and contact details of the site manager who will be able to deal with complaints; and

(v) how those who are interested in or affected will be routinely advised regarding the progress of the work.

Registration and operation of the site to the standards set by the Considerate Constructors Scheme (<http://www.ccscheme.org.uk/>) would help fulfil these requirements.

11. The applicant is advised to contact Council's Neighbourhood Services Department with regards the refuse bin requirements for the development.

12. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:

(a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;

(b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;

(c) Deliveries should only be received within the hours detailed in (a) above;

(d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;

(e) There should be no burning on site;

(f) Only minimal security lighting should be used outside the hours stated above; and

(g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

REASON FOR PERMISSION

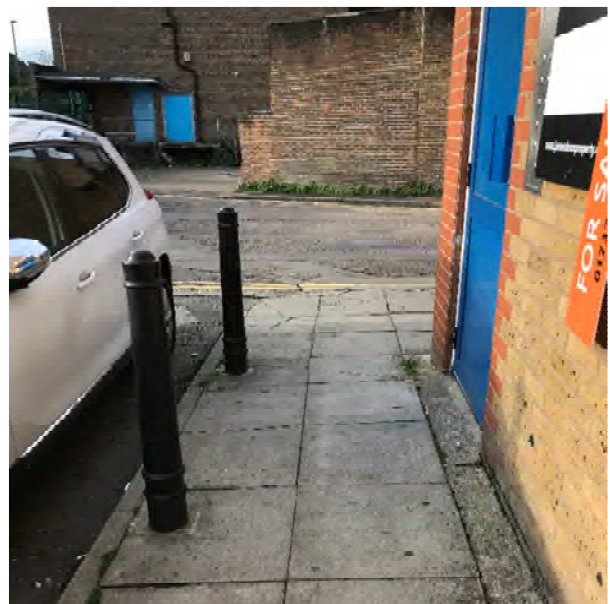
The development hereby permitted has been assessed against development plan policies CS1, CS4, CS5, CS6, CS7, CS10, CS11, CS15, CS17, Pc4, Em1a, Sh1, Sh2, Sh3, Sh5, Ho2, Ho9, Ho9a, Ho13, Ut4, Mo4, mo5, Mo6, Mo7, Mo9, Mo10, Mo13 and material considerations, including third party representations. It has been concluded that whilst the development would not be in strict accordance with Policy Em1a of the Borough Local Plan, the significant benefits of the scheme far outweigh this harm and as the development is in accordance with all other policies in the development plan there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

ANNEX N

ANNEX N



ANNEX O

- Right angle turn (along corridor) **1200mm x 1200mm**
- 180° turn (within corridor) **1600mm (width) x 2000mm (length)**

Users of electric scooters and large electric chairs may need greater space than this for 180° turns, but the dimensions given (as minimum) will accommodate users of self-propelled wheelchairs and the majority of electrically powered wheelchairs.

2.4 Walking distances

Walking distances were researched in some detail in the late 1980s and, based on the findings from these studies, the following are recommended:

Impaired group	Recommended distance limit without a rest
Wheelchair users	150m
Visually impaired	150m
Mobility impaired using stick	50m
Mobility impaired without walking aid	100m

These figures are average measures; there is a lot of variation between individuals. Gradients, weather conditions, whether there are handrails etc, will also affect the distances people are able to walk. US regulations, for example, note that on distances over 100 feet (30m) disabled people are apt to rest frequently. These regulations suggest that to estimate travel times over longer distances allowance should be made for two minutes rest time every 30 metres.

Research based on a follow-up study to the London Area Travel Survey found that of all the people with a disability who were able to walk at all, approximately 30 per cent could manage no more than 50 metres without stopping or severe discomfort and a further 20 per cent could only manage between 50 and 200 metres.

2.5 Standing

Standing is difficult and painful for some disabled people, particularly those with arthritis, rheumatism and back problems. In the same study as that mentioned above, nine per cent of the survey respondents could only stand for less than a minute without discomfort, 24 per cent could manage between one and five minutes and a further 22 per cent could stand for up to ten minutes. The findings from this study emphasize the importance of providing plenty of appropriately placed and designed seating at places where people may have to wait and along pedestrian routes.

3 Footways, footpaths and pedestrian areas

Location of Parking Bays

As pedestrians, many disabled people will have a limited mobility range, and will require specially designated parking bays closer to the places they wish to visit. Whether onstreet or off-street, parking bays for disabled people should not be further from major destinations (eg bank, post office, large store, supermarket) than shown in Table 1:

TABLE 1 - Recommended maximum walking distance without a rest according to disability ("walking" includes travel by wheelchair)

Disability	Distance (metres)
Visually Impaired	150
Wheelchair users	150
Ambulatory without walking aid	100
Stick users	50

Further details are available in "Reducing Mobility Handicaps" from the Institution of Highways and Transportation. Distances should be reduced where there are significant gradients, but may be increased by providing suitable resting places for people to break their journeys. Provision of wheelchairs for those who may need them can also help. One example is the "shopmobility" scheme, where wheelchairs may be borrowed or hired at the car-parking place; some schemes provide volunteer escorts, some have electric scooters, and all but a few are linked to parking areas or public transport. Details are available from the National Association of Shopmobility.

If distances are greater than recommended, many parts of the area will be either too far to reach or reachable only with an unacceptably arduous or time consuming effort. Special parking bays for disabled people may therefore be needed in heavily used parking areas, on-street or off-street, or where it is desirable to reduce the need for disabled people to park on yellow lines. If there is insufficient off-street parking for disabled people within the distaces shown in Table 1, then extra on-street bays may be required. If that is impracticable, spaces should be provided in car parks which are nearest to the major destinations, and every effort should be made to provide

resting places on pedestrian routes to and from those car parks.

In ground level and multi-storey car parks, bays designated for disabled people should be close to main pedestrian accesses. If possible, they should also be adjacent to other facilities such as accessible toilets, or major buildings such as day centres, libraries, or railway stations.

In multi-storey car parks, bays should be located on the level(s) at which the main pedestrian access points connect to major destinations. These include town centre pedestrian ways, large stores and shopping malls. The bays themselves and the main pedestrian access ways to them should all be well lit. Heavy or stiffly sprung doors should not be used.

A number of towns are introducing park-and-ride services to improve access to their town centres. Wherever possible they should cater for disabled people. Specially marked bays for disabled people should have easy access to the interchange with the "ride" element of the journey. Distances to the bus stopping area should not be greater than those shown in Table 1. If the buses are not wheelchair accessible, this should be clearly advertised.

