



# TRANSPORT REBUTTAL

## MARKETFIELD WAY CAR PARK, REDHILL

Date: 25 September 2018

Ref: COPL/16/3700/TN02

### 1 INTRODUCTION

- 1.1 I, Neil Rowe, am instructed by Coplan Estates Limited on behalf of Reigate and Banstead Borough Council to provide advice in relation to the proposed redevelopment of the Marketfield Way Car Park and adjacent land within Redhill town centre, Surrey.
- 1.2 Following the submission of evidence and in advance of the scheduled Public Inquiry, a small number of unresolved objections from third parties within, or adjacent to, the Order Land have been received to both the CPO and the SUO. This Public Inquiry has been arranged to consider the confirmation of the CPO and making of the SUO within this context and I have been instructed to represent the Council at that Inquiry in respect of highway matters.
- 1.3 My Proof of Evidence (document reference COPL/16/3700/AS01) principally addresses the highway related objections raised in connection with the SUO. All objections relating to the CPO are addressed in detail within the proof of Mr Nigel Riley. However, for completeness my Proof of Evidence also addresses any transport-related objections to the CPO objection of Mr Luxford.
- 1.4 Since issuing my Proof of Evidence, further representations have been received from Mr Frankie Lau, Mr Jose Antonio Silva and Mr Steve Luxford, each of whom also submitted representations that were addressed in my Proof of Evidence. These further representations are hereby included at **Appendix A** for reference and are largely based on their original objections. Notwithstanding this, this Transport Rebuttal specially addresses these further representations.
- 1.5 Since this time also, a Non-Material Amendment (NMA) application was approved by Reigate and Banstead Borough Council on 11<sup>th</sup> September 2018 (application reference 16/01066/NMAMD1) under Section 96A of the Town and Country Planning Act, 1990. This incorporated alterations to the service yard area in order to re-provide 12 parking spaces for the existing occupiers / tenants of Marylebone House. The NMA Decision also approved the RGP Delivery and Servicing Plan (ref: COPL/16/3441/DSMP dated July 2018) which was submitted with the NMA application. The NMA Decision Notice is included at **Appendix B**.

## 2 MR FRANKIE LAU

- 2.1 Mr Lau is the freehold owner of 20 Station Road, Redhill. The property is immediately adjacent to the to Order Land, and benefits from access rights over land within the Order Land.
- 2.2 Mr Lau's further representations, dated 5<sup>th</sup> September 2018 and 19<sup>th</sup> September 2018, are included at **Appendix A** of this Transport Rebuttal and are considered below.
- 2.3 In the email dated 5<sup>th</sup> September 2018 Mr Lau refers to the general loss of parking through the removal of the Marketfield Way car park. This matter has been considered within the Redhill Parking Study (at CD13) and confirmed as being acceptable by the Council in its determination of the planning application, as per Paragraphs 2.1.7 to 2.1.10 of my Proof of Evidence.
- 2.4 Similarly, with respect to Mr Lau's concerns regarding the quantum of parking for the subject development proposals, this was also considered acceptable by the Council in the determination of the planning application.
- 2.5 Mr Lau has also raised concerns specifically with respect to access for disabled customers to his retail unit, stating that they would require a space within 100 metres of his retail unit, albeit no technical basis is provided to justify this distance. My Proof of Evidence sets out the Department for Transport's (DfT) best practice guidance in respect to recommended travel distances without a rest for those who are mobility impaired, as per the document entitled 'Inclusive Mobility' (December 2005). The table referred to in section 2.4 of that document provides guidance on the recommended travel distances without a rest for various levels of impairment. This states that wheelchair users can typically be expected to travel up to 150 metres without a rest.
- 2.6 It is significant however that the 3 existing disabled spaces at Marketfield Way are 166 metres from Mr Lau's retail unit. By contrast, there are 21 alternative existing disabled parking bays that are closer to Mr Lau's retail unit than the Marketfield Way spaces, 8 of which are within DfT's recommended distance threshold. Furthermore, the existing double yellow line restrictions on Marketfield Road are situated approximately 5 metres from the position of the existing disabled parking spaces. These markings permit disabled car parking for blue badge holders for 3 hours at any time. This is equally the case for other areas of yellow line restrictions in the town centre (if safe to do so and away from a junction).
- 2.7 All disabled car parking spaces within Redhill town centre are free to disabled Blue Badge holders at all times. Mr Lau's customers would therefore continue to benefit from the closest available disabled spaces. Further details on this matter, including a drawing demonstrating the location of the alternative disabled spaces, are provided within my Proof of Evidence at Annex K.

- 2.8 Mr Lau's representation dated 5<sup>th</sup> September also specifically refers to the previous loss of parking spaces on Station Road and his earlier request that car parking spaces be re-instated here.
- 2.9 By way of background context to the loss of Station Road parking, a Surrey County Council Local Committee (Reigate and Banstead) meeting took place on 9<sup>th</sup> June 2014 when the decision to vary the Redhill Pedestrianisation Order was made. This approved the removal of the disabled bays at Station Road and allowed for the installation of automated bollards, along with a wider package of pedestrianisation works.
- 2.10 The 9<sup>th</sup> June 2014 Committee report is attached hereto at **Appendix C** and confirms that the disabled bays on Station Road would be replaced with additional disabled spaces on High Street, specifically to offset the loss of the spaces at Station Road. The plan showing these replacement spaces at High Street, as referred to at Annex C of the Committee report, is also attached hereto at **Appendix C**. In terms of the suitability of re-providing the disabled bays at High Street, Surrey County Council considered this to be a suitable alternative location for these disabled bays and indeed, the Committee considered this location to be acceptable through approval of the Order. These replacement parking spaces at High Street have now been implemented.
- 2.11 The report from that meeting of 9<sup>th</sup> June 2014 also confirms at paragraph 2.5 that the Council's reason for seeking to vary the Order is as follows:
- "The Station Road area has become a 'glorified car park' and a safety issue for pedestrians with where in a 65 month period up to 31 May 2012, there were four collisions of varying severity, three of which involved pedestrians."*
- 2.12 Due to the pedestrianised nature of Station Road and the restricted entry from the roundabout, controlled through automatic rising bollards, it would now be very difficult to allow entry for certain non-emergency users – i.e. customers to Mr Lau's shop. It would adversely affect the pedestrianised nature of this street and could compromise pedestrian safety, which indeed was the original reason for making the Order. Turning / manoeuvring would also be a problem in terms of enabling vehicles to exit back onto the roundabout.
- 2.13 Mr Lau's correspondence dated 19<sup>th</sup> September 2018 refers again to the general loss of parking and the loss of disabled parking, which I have addressed above and in my Proof of Evidence. It also raises matters relating to Policy, including compliance with the National Planning Policy Framework (NPPF) published in July 2018. These matters are addressed in a separate rebuttal provided by Mr Andrew Benson, which confirms that the scheme complies with all relevant Policy guidance, including the NPPF (July 2018).

### 3 MR JOSE ANTONIO SILVA

- 3.1 Mr Silva is the leasehold occupier of Flat 6 of Marylebone House. A copy of Mr Silva's previous objection dated 5<sup>th</sup> April 2018 is contained in CD49. Mr Silva did not object to the planning application during the consultation process. Mr Silva does not benefit from a permit to park in the Marketfield Way car park.
- 3.2 Mr Silva's previous objection dated 5<sup>th</sup> April 2018 raised concerns with the SUO only, primarily in relation to the loss of a parking space allocated to his flat, and access issues should the SUO be implemented. These matters are addressed in my Proof of Evidence.
- 3.3 Mr Silva's further objection dated 10<sup>th</sup> September 2018 is included at **Appendix A** and raises concerns in respect to future pedestrian access widths and the adequacy of the parking quantum and fire access arrangements for the proposed development. Each of these matters are addressed in my Proof of Evidence, however, I have also provided further clarification below.
- 3.4 It is not clear why Mr Silva considers the replacement access rights to be inadequate. Mr Silva is correct in that the current pedestrian access between the entrance to Marylebone House and the High Street will be reduced in width - to a 3.3-metre-wide opening or circa 2.0 metres width when accounting for the cycle stands. Footway widths to the eastern edge of Marylebone House will not change. Since pedestrian movements will reduce as a result of the development through the loss of the car park and associated pedestrian movements to/from the High Street, this width is entirely appropriate.
- 3.5 The retained pedestrian movements will be those related to Marylebone House only, plus pedestrian movements directly from/to the service yard. This route will be well lit and managed by the development.
- 3.6 Furthermore, the development will of course provide a new circa 4.5 metres width dedicated pedestrian route through the site, which is a significant benefit and improvement on the existing access routes to / from the car park and High Street. This will form the principal route for all east-west through movements and link with the relocated controlled pedestrian crossing over Marketfield Way.
- 3.7 In terms of fire access, this has been demonstrated within my Proof of Evidence as being suitably accommodated for all existing and proposed premises. This is set out at drawing 2016/3441/015A at Annex K of my Proof of Evidence, demonstrating that suitable fire tender access is achievable within 45m of dwelling entrances in accordance with the requirements of The Building Regulations (2010) Approved Document B5 'Access and Facilities for the Fire Service'.

3.8 The adequacy of parking for the proposed development has been confirmed as being acceptable through the planning application process. This matter is addressed further within my Proof of Evidence, including reference to the relevant planning Committee report, as well as Surrey County Council's consultation response at Annex A of my Proof of Evidence.

#### **4 MR STEVE LUXFORD**

4.1 Mr Luxford has a leasehold interest in Flat 2, 16-18 Station Road, Redhill. This property is outside, but immediately adjacent to, the Order Land. Mr Luxford has objected to the CPO only and has made no objections to the SUO. Mr Luxford's original highway related objections dated 14<sup>th</sup> March 2018 are addressed in my Proof of Evidence.

4.2 Mr Luxford's further representation is included at **Appendix A**. Matters relating to fire safety and bin stores were raised in Mr Luxford's original objections and are addressed in my Proof of Evidence. This latest representation from Mr Luxford also raises an objection, at paragraph 6, to the level of servicing activity associated with the scheme, including timings, frequency, and vehicle sizes.

4.3 A Delivery and Servicing Management Plan (DSMP) has been prepared for the scheme, approved on 11<sup>th</sup> September 2018 through the Non-Material Amendment (application reference 16/01066/NMAMD1) .

4.4 The DSMP includes a chart (Figure 4.4) showing the expected number of vehicles within the service yard at any one time over a 24-hour period. This shows that the service yard is likely to be used from 6am and with a peak of 4 delivery vehicles throughout the day. To impose a restriction from 8am is likely to be restrictive operationally for proposed tenants, including the existing Station Road commercial properties.

4.5 In terms of the size of vehicles, the DSMP confirms that the largest vehicles that will typically require access to the existing and proposed retail units are box vans up to 8 metres in length. There would be no requirement for access by articulated vehicles.

4.6 The majority of servicing activity will take place within smaller panel vans. Of the 26 individual commercial units to be serviced on-site, only the public house, convenience stores and cinema would require the use of an 8 metres rigid delivery vehicle. On rare occasions that any larger rigid vehicles (up to 10 metres in length) require access, with the exception of refuse vehicles, this shall only be permitted on site with prior approval from the management company.

4.7 The DSMP confirms at paragraph 3.2.4 that:

*"Any vehicles without prior permission to access the site shall be removed."*

- 4.8 It is noteworthy that any such pre-approved deliveries by larger rigid goods vehicles would be directed to the southern service yard in the first instance, as this facility can accommodate such vehicles more comfortably than the northern service yard. This southern service area is well away from Mr Luxford's property at 16-18 Station Road.
- 4.9 The DSMP also ensures that the servicing activity will be well managed, as detailed within Section 6 of the DSMP. The DSMP includes a number of measures to ensure that deliveries and servicing occurs in a manner that is sensitive to surrounding neighbours. There are provisions to ensure that the DSMP is appropriately implemented and monitored, with any issues communicated and dealt with accordingly.
- 4.10 In particular, the DSMP confirms at paragraph 6.4.2:
- "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."*
- 4.11 Paragraph 6.6.1 states:
- "The site delivery manager will ensure all deliveries made to the site follow the agreed delivery schedule as closely as possible."*
- 4.12 Paragraph 6.6.3 states:
- "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."*
- 4.13 Paragraph 6.6.7 confirms:
- "CCTV surveillance will be in operation and maintained at all times to enable efficient enforcement of the measures outlined within this DSMP."*
- 4.14 On the basis of the above it is considered that matters relating to servicing activity have been appropriately addressed and have been confirmed as being acceptable by the Council through approval of the NMA application. A number of measures will be put in place to ensure that all delivery and servicing activity is appropriately managed and enforced.

## **5 SUMMARY AND CONCLUSIONS**

- 5.1 This Transport Rebuttal has addressed the latest objections received from Mr Frankie Lau, Mr Jose Antonio Silva and Mr Steve Luxford. A number of the concerns raised are similar to their previous representations, which I have addressed in my Proof of Evidence. Notwithstanding this, I have sought to address any additional highway and transport matters raised and have also provided further clarification and information on those matters that were previously raised.
- 5.2 Based on the information provided within this Transport Rebuttal, along with my Proof of Evidence, it is considered that the proposals meet the relevant tests and the Inspector is respectfully asked to allow the Stopping-Up Order and confirm the Compulsory Purchase Order.

## APPENDIX A



**From:** Frankie Lau [REDACTED]  
**Sent:** 05 September 2018 19:57  
**To:** Neil Crass [REDACTED]  
**Cc:** Nigel Riley [REDACTED]  
**Subject:** Written Statement objecting to PROPOSED EXTINGUISHMENT OF HIGHWAY AT MARKETFIELD ROAD, REDHILL, SURREY RH1 1RH - NATTRAN/SE/S247/3220

To: The National Planning Casework Unit

5 St. Phillips Place

Colmore Row

Birmingham B3 2 PW

Your Reference: 16/01066/F

Dear Sir/Madam,

**Re: Property Plot T2: Number 20 (indicate on Map referred to in the Reigate and Banstead Borough Council (Marketfield Way)**

**Written Statement objecting to the compulsory purchase order**

There has been ongoing decrease in the number of available car parking spaces to service our customers at Supreme Fish Restaurant. About two years ago, my customers could park at the front of my property, but then this area was pedestrianized and parking removed. This meant that customers had to park in the car park at Marketfield Way. Also Belfry Car Park closes at 6.30 pm. The removal of parking had already had an adverse effect on my business.

Further more, there has been a substantial increase in the business rates over the last ten years to over £13000 annually. The sustainability of the business is under pressure

from these increased rates and now also from the Marketfield Way development plans. As you are well aware, there are a number of vacant shops in the High Street due to closure of business. If the development goes ahead which involves the removal of parking by the council, my own business will go down the same path. It will fold with a huge loss of income. On top of that, my employees will be laid off and become unemployed.

There has been an offer of compensation of £20,000. However, I do not believe that this offer sufficiently addresses my long-term concerns with regards to the feasibility of business disruption and loss of earnings. The takeaway part of the business, at 20 Station Road, comprises more than 50% of the total turnover (which is 80% of the evening trade) and the majority of those customers park their cars to pick up their orders. The developer indicates that there will be a new/extended car park above Sainsburys and the existing car park at the Belfry available, however these car parks and the other available car parking areas are all significantly longer distances, with disabled customers most adversely affected, as there appears to be no disabled parking close-by. The typical customer would be extremely unlikely to use these car parks in order to buy a takeaway meal, as they do currently.

The developer has also made an offer to consider relocating the business to an alternative location, however, we object to this solution, because it would be very difficult to find suitable premises close to the current restaurant without the same parking issues; loyal customers would be difficult to keep and would find other outlets to go to; there would be a loss of business during transition and no guarantee that we would be able to build up the same customer base again. And the offer is only for relocation, the ongoing impact on future business has not been accounted for.

We have tried to find other solutions to the problem and requested that car parking spaces be re-instated on Station Road, as per two years ago, to provide public parking, however, the council objected to this.

The Marketfield Way brochure states that there will be an additional 153 residential properties, with a total of 233 bedrooms, as part of the development. The proposed 47 car parking spaces provided are in no way adequate; These residents will have visitors, who will have no where to park. We believe the developer is taking a short term view and more investment should be made to provide adequate public parking, which can still be included in the design plans at this stage.

A diagram of the next available parking has been presented to our customers as well as a petition to sign, if they choose to support our objection. I shall present the petition at the Public Inquiry.

We wish for the developer and council to provide a practical solution providing additional permanent parking spaces. We request the developer to apportion the 47 car parking spaces for public car parking use, or to build an adequate number of public car parking spaces as part of the development, otherwise we continue to object to the compulsory purchase of the service road.

Regards,

Frankie Lau

**From:** Frankie Lau [REDACTED]  
**Sent:** 19 September 2018 21:35  
**To:** [REDACTED] Neil Crass  
[REDACTED] Neil Crass [REDACTED]  
**Subject:** National Planning Policy Framework

Hi,

I have received an additional letter from the Ministry of Housing, Communities and Local Government (Ref. PCU/CPOP/L3625/3198457) and make the following comments in regards the Marketfield Way Development Compulsary Purchase at Redhill (The Reigate and Banstead Borough Council (Marketfield Way) CPO 2018) and the National Planning Policy Framework, which came into force on 24 July 2018. There is a Public Inquiry schedule on 2nd October at Reigate Town Hall and .

I consider that the Marketfield Way Development has not promoted sustainable transport as it does not consider the opportunity for building adequate car parking infrastructure, indeed the available car parking is reduced, while the resident population will increase in density (Ref. Section 9, Item 102B of the National Planning Policy Framework, July 2018 revision).

The existing patterns of parking have not been properly considered (Ref. Section 9, Item 102E of the National Planning Policy Framework, July 2018 revision), as customers to the shops and restaurants neighbouring the existing Marketfield Way Car Park will have to walk significantly further to reach the shops and restaurants. In particular, our property, Supreme Fish Restaurant has 80% of evening trade as takeaway customers who currently park in the Marketfield Way Car Park. Takeaway customers are unlikely to park in the alternative parking areas to walk the longer distance. I also believe that our disabled customers will be detrimentally affected by having to park much further away than the current Marketfield Way Car Park.

I believe that the development has not provided for the required large scale transport facilities that need to be located in the area (Ref. Section 9, Item 104E of the National Planning Policy Framework, July 2018 revision). The planned number of car parking spaces is not sustainable in the long term and the development should provide larger car parking facilities for the public and residents. Redhill is not in a region of high density urban area with lots of transport options (e.g. In London boroughs, with frequent trains, buses and tube); residents will likely need cars to travel to nearby areas for leisure or work. It is noted that there are cycle parking locations available in the Development, but the existing cycle network in the area does not promote safe cycling segregated from heavy car traffic.

The National Planning Policy Framework also states that the local car ownership levels should be taken into account. The latest census indicates that for Reigate and Banstead the number of car/vans per 1000 people is 592. The development indicates there are 153 residential properties, with a total of 233 bedrooms; Assuming this corresponds to 233 people, maintaining the same car ownership level means implementing 138 car parking spaces for the residents, however, the development has only allowed for 47 car parking spaces (according to the latest brochure). See ref. RAC foundation [https://www.racfoundation.org/assets/rac\\_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf](https://www.racfoundation.org/assets/rac_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf). This also has no allowance for public car parking facilities for people visiting the residents or local neighboring shops and restaurants. Item 106 of the National Planning Policy Framework also states that local authorities should seek to improve the quality of parking, whereas this development seeks to remove available car parking in this area.

Thanks,

Frankie Lau

**De:** António Costa e Silva [REDACTED]

**Enviado:** 10 de setembro de 2018 23:52

**Para:** Neil Crass; [REDACTED]

**Assunto:** Re: PROPOSED EXTINGUISHMENT OF HIGHWAY AT MARKETFIELD ROAD, REDHILL, SURREY RH1 1RH - NATTRAN/SE/S247/3220

Dear Mr. Neil Crass

I am writing, related to the subject below related with Marketfield Road, Redhill, Surrey. The perspective of The Reigate and Banstead Borough looks like Alice in the Wonderland. You cannot get the foot of Charlesmagne`s mother. And I will explain.

Every natural or legal person is entitled to peaceful enjoyment of his possession. This project has an unacceptable impact on traffic, movement and parking. A development of this scale will have a detrimental effect on amenity and enjoyment of my flat.

The new pedestrian access rights are inadequate. This replacement of these access rights for the land to the south of Marylebone House for providing access to the High Street isn`t adequate.

By now when I am in High Street and I want to go home I cross a street this is wide, where we can park motorbikes, where a Fire Engine can easily reach the door of Marylebone House.

The new rights of pedestrian access to the High Street, what is proposed is a very narrow alley that by now is dirty, no light. Used for anti-social behaviour. Never used by residents.

Pedestrian access proposed in the scheme for the residents of Marylebone House is much worse than the one used now. Marylebone House door is going to lose the direct access to the High Street where a Fire Engine could not cross as is possible now, and even two children buggies will be difficulties to cross one another.

What is proposed is that the rear of Marylebone House will be like a "ghetto". If there will be a fire in one of the flats of Marylebone how could a fire engine reach the main entrance of the building?

And it will be enough for the new building they are proposing to build? I do think that the Marketfield Way Development doesn`t regard the layout, density, plot sizes, scale, height and rootscapes of the surrounding area. Any relationship to neighbouring buildings.

The car parking study was undertaken in 2011. It was thought for a development of 21 apartments.

Then was increased to 47 apartments. Now 153 apartments....!!!!

With 47 space basement car park.

Marylebone House 12 apartements, 12 parking places.

Everything seems to be wrong. Such development is huge for this place. The impacts are to big, and all analysis presented by the Borough is just wishful thinking. It is going to be build a skyscraper who is going to create a "gueto" in the rear of Marylebone House. With almost impossible access in case of fire. And not enough car parking places for the users of the new Development.

Should any questions regarding this letter emerge, please do not hesitate to contact me.

Kind Regards

José António Silva

Sir,

It is my submission that the proposed Reigate and Banstead Borough Council (Marketfield Way) Compulsory Purchase Order 2018 is unnecessary and breaches my Human Rights.

My property is on the first floor of 16-18 Station Road and has a direct boundary wall to position 21 on the certified map. It also enjoys uninterrupted daylight through windows in that boundary wall and a peaceful enjoyment of an area of land behind the property that does not have the passage of goods vehicles at any time, nor other vehicles save for the purpose of parking.

1. Article 1 of the first protocol of ECHR states “The protection of property gives every person the right to peaceful enjoyment of their possessions.” This imposes an obligation on the State not to interfere with peaceful enjoyment of property. Therefore, the proposed building is in breach of this article and is not necessary in its current form, the building line in proposition being too close and if further away, the Compulsory Purchase Order would not be necessary.
2. The proposed Compulsory Purchase of land at location 21 is unnecessary as it does not form part of the land on which the new building is to be erected and as such could remain in the ownership of the freeholder as it is now without detriment to the proposed development.
3. The proposed Compulsory Purchase of land at location 21 will result in the fire exit from my property opening on to land owned under the CPO and therefore potentially put at risk the occupants who would have no control over the access / egress of that location. Likewise by including location 21 in the site to be developed, it would mean that the right of way would be removed and thus potentially mean no escape from a fire within, thus endangering the wellbeing of occupants unnecessarily.
4. The proposed Compulsory Purchase of land at location 21 would mean that the occupants of the 9 affected flats would have nowhere to hold refuse bins other than on land owned by another. It is a basic Human Right to be able to rid oneself of waste matter in an appropriate manner in order that it can then be collected and further disposed by the authorities.
5. The proposed development would further excessively interfere with my Human Right to have peaceful enjoyment of my possessions, given the proximity of the building to my property and the noise/ dust etc. that would be created during construction and the impact on completion.
6. The proposed development, resulting from the land subject of the Compulsory Purchase Order, would cause a diminution of value to my property and leave me disadvantaged in a variety of ways:
  - a. Due to the positioning of the resulting building as outlined,
  - b. Due the significantly increased traffic movement past the window in very close proximity. The proposal suggests that the sole access road for all delivery vehicles is suggested past my window where no traffic can currently pass. This will no doubt include large goods vehicles at all hours of the day.

- c. Due to the significant and lengthy building process that will be undertaken to achieve the proposed building.

Sir, it is therefore my submission that the Compulsory Purchase Order is an unreasonable breach of Human Rights by the applicant and should not be permitted, and if so permitted, should be reviewed to not include location 21 and for restrictions in vehicle movements through the service road to be limited to 0800x1800 and that ALL affected parties should be rightly compensated for the diminution of property as outlined at point 6 above.

Submitted for your consideration

Steve Luxford





## **APPENDIX B**

UNION4 PLANNING  
118 PALL MALL  
LONDON  
SW1Y 5ED

Ref: 16/01066/NMAMD1

## TOWN AND COUNTRY PLANNING ACT, 1990 SECTION 96A

The Council of the Borough of Reigate and Banstead, as District Planning Authority under the provisions of Part III of the Town and Country Planning Act, 1990, and Part IX of the Local Government Act, 1972 **DO HEREBY GRANT** permission for the non material amendment(s) specified in the First Schedule for the reason(s) specified in the Second Schedule.

### FIRST SCHEDULE

The development specified in the application for planning permission dated 27th July 2018

Marketfield Public Car Park Marketfield Road Redhill Surrey RH1 1RH

Amendment to approved service yard layout. Non material amendment of permission ref no 16/01066/F.

### SECOND SCHEDULE

The changes proposed are considered not to materially alter the nature or character of the development nor would they have any adverse impact on the amenities of the area, neighbouring properties or the highway and transport network. As such, the proposal as amended would continue to accord with the relevant policies of the Development Plan.

### APPROVED PLANS

Plan Type	Reference	Version	Date Received
Site Layout Plan	2016/3441/004	H	25.07.2018

### INFORMATIVES

This permission only grants permission for the amendment(s) specified in the application and shown on the approved drawings. The development should in all other respects be carried out fully in accordance with the original planning permission and in compliance with the imposed planning conditions unless otherwise agreed in writing by the Council. Any additional amendments will require a separate application and approval by the Council.

1. Pursuant to the grant of the non-material amendment, the conditions imposed on the original permission (16/01066/F) are amended as follows:

Condition 1 - Alter to substitute approved drawing 2016/3441/002 with 2016/3441/004 Rev H

Condition 10 - Alter as follows:

The development hereby approved shall not be first occupied unless and until space has been laid out within the service yard in accordance with RGP drawing 2016/3441/004 Rev H for vehicles to be parked, for the loading and unloading of goods vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading/unloading and turning areas shall be retained and maintained for their designated purpose.

Reason: 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.

Condition 12 - Substitute with:

The RGP Delivery and Servicing Plan (ref: COPL/16/3441/DSMP dated July 2018) shall be implemented upon first occupation of the proposed development and thereafter permanently retained, developed and updated in accordance with the provisions set out within the approved document.

Reason: 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.

Dated this 11th September 2018

**Luci Mould**

Director Of Place (duly authorised in this behalf)

Any approval given herein relates only to development under the Town and Country Planning Act, 1990. Consent under the Building Regulations may also be necessary

## APPENDIX C

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (REIGATE &amp; BANSTEAD)

DATE: 9 JUNE 2014

LEAD OFFICER: PAUL FISHWICK, PROJECT MANAGER, TRANSPORT POLICY

SUBJECT: REDHILL BALANCED NETWORK

DIVISION: REDHILL EAST; REDHILL WEST AND MEADVALE

**SUMMARY OF ISSUES:**

The purpose of this report is to update the Local Committee on the Redhill Balanced Network and to gain approval for the legal orders and notices required.

**RECOMMENDATIONS:****The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the update provided and the latest programme of works.
- (ii) Agree the removal of clause 4(f) from the current 1991 referred to in Annex B and to authorise the advertisement of an appropriate Notice.
- (iii) Agree to revoke the existing disabled bays located in Station Road, adjacent to the Harlequin building, and the creation of new bays in the High Street as indicated in Annex C, and to authorise the advertisement of an appropriate Notice.
- (iv) Agree the closure of Marketfield Road at its junction with High Street and Cromwell Road (Annex C) and to authorise the advertisement of an appropriate Notice.
- (v) Agree the proposed bus stop clearways as indicated in Annexes C and F.
- (vi) Note the bus stop clearway locations on the Balanced Networks (Annex G)
- (vii) Agree the shared footway/cycleway around Noke Drive Drive/Redstone Hill, that will join up with the proposed off road cycle facility being introduced by the Station development.
- (viii) Note the proposed layout of the Station Road Gateway (Annex H) and the continued dialogue with Surrey Police regarding the CCTV camera's
- (ix) Agree that if objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager is authorised to try and resolve them in consultation with the Chairman, Vice Chairman, Divisional Members and Project Manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification.

**REASONS FOR RECOMMENDATIONS:**

The Local Committee is asked to approve the proposals for the improved control of motorised vehicles from accessing Station Road by amending the existing '1991' traffic order and the removal of the disabled bays located within Station Road.

To compensate for the loss of the bays in Station Road new disabled bays can be created in the High Street (Annex C).

In order to create a public realm area at the junction of High Street and Cromwell Road it is recommended that the Marketfield Road junction be closed (Annex C). A new access will be created off Marketfield Way (Annex D) to allow traffic to gain access to Marketfield Road and the current surface car park.

To introduce bus stop clearways as indicated on Annexes C and F to facilitate busses stopping at the improved bus stops and note other bus stop clearways located around the Balanced Network.

To create a continuous off road cycle facility between the planned new railway station and Noke Drive two additional areas of footway require the Local Committee's approval.

**1. INTRODUCTION AND BACKGROUND:****Progress to date**

- 1.1 The highways works commenced on 23 September 2013 with utility diversions and plant protection measures. Kier starting civils works on 30 September at the A23 Lombard Roundabout.
- 1.2 Progress during the 'winter' period was affected by the severe weather, the wettest on record, with the contractor being deployed to emergency works. However, the full grant funding of £1.019 million was spent and this has been reported to the Department for Transport, with the local contribution funding being transferred into the 2014/15 financial year.
- 1.3 Following the severe weather, the county council and the contractor have reviewed the original programme, submitted as part of the bid, and the contractor will be deploying up to three gangs to work on the Redhill Balanced Network during the June to November 2014 period (**Annex A**). This will enable the works to be substantially completed as set out in the original programme.
- 1.4 Officers from the county council and borough council are working closely with developers who have sites adjacent to the Balanced Network, to try and 'dovetail' these various projects with the Balanced Network. These developers include Solum (Redhill Railway Station), Co-Plan (Marketfield Way) and Sainsbury's.
- 1.5 These developments are on a later time line than the Balanced Network (substantially completed November 2014), but affect the highway, with developments planned over the next three years or so.

- 1.6 The difference in timescales will mean that some works to the segregated footway/cycleway adjacent to developments will not be completed until after March 2015, when the Balanced Network grant funding expires. Therefore, all the grant funding must be spent before the March 2015 deadline with works adjacent to developments reliant on the local contribution funding.

## **2. ANALYSIS:**

### **Legal orders and notices**

- 2.1 Officers from the county council and borough council have completed the final design layouts in consultation with key stakeholders and the Member Task Group.
- 2.2 The final design layouts will require approvals from the Local Committee as indicated below.
- 2.3 Station Road Gateway; This area is proposed to become a pedestrian area with limited access for cyclists. On the 13 October 1991, The Borough of Reigate & Banstead (Redhill Pedestrianisation) Order 1991 was introduced. This basically limited motorised vehicles from entering Station Road from the Station Road roundabout, with only specific vehicles such as market traders, security vehicles for loading and unloading monies and utility companies (Annex B).
- 2.4 However, in 2004 the Surrey County Council (Various Roads in Reigate and Banstead) (Free Street Parking Places) (Disabled Persons) (No1) Order 2004 was introduced and this included disabled bays in Station Road Redhill on the north side adjacent to the Harlequin building.
- 2.5 For many years the Station Road traffic order described in 2.3 above has not been enforced, partly due to the conflicting order allowing disabled vehicles into the area as indicated in 2.4 above. Therefore, the Station Road area has become a 'glorified car park' and a safety issue for pedestrians with where in a 65 month period up to 31 May 2012, there were four collisions of varying severity, three of which involved pedestrians.
- 2.6 The proposals are to revise **Annex B** with the removal of clause 4 (f). This will enable the planned rise and fall bollards to be operated by legitimate people using a coded system to operate the bollards.
- 2.7 The results of a consultation on the removal of the disabled bays was reported to this committee on 2 December 2013 (minute 73/13 refers), in which just over 80% of respondents agreed with the suggested new location in Marketfield Road. However, due to the re-development of Marketfield Road, this location is no longer suitable and a revised location in the High Street adjacent to Frankie and Benny's where three bays can be located (one existing and two new) (**Annex C**). This location is considered as a suitable alternative to Marketfield Road and similar distance to the Belfry shopping centre, and close to The Hub Redhill.
- 2.8 In order to create a pleasant public realm environment around the Cromwell Road/High Street/Marketfield Road area it is proposed to close Marketfield Road at the High Street end and turn the road space into a pedestrian and cycle environment (Annex C). The closure of this road will mean that a new

## ITEM 12

access is created off Marketfield Way (**Annex D**) at the same point where the Co-Plan development proposals require a new access. This will allow access to the business premises off Marketfield Road who have been consulted and did not raise any objections to these proposals. In addition to this access will be made available to the Marketfield Way surface car park until this site is developed.

- 2.9 The High Street just to the south of Cromwell Road junction (**Annex C**) also indicates a revised bus stop location that will require a bus stop clearway. It should also be noted that buses have provision for a wheelchair.
- 2.10 To the south of the bus stop, the existing two taxi bays are retained, and at the southern end there is a limited waiting area for three vehicles.
- 2.11 Noke Drive junction with Redstone Hill has been slightly reconfigured due to the proposed redevelopment of the railway station (site B) off Redstone Hill (**Annex E**). The sections of footway shaded in yellow require this committee to designate as shared or segregated footway/cycleway. This will enable cyclists to remain off road and access the new railway station cycle parking areas. The section of footway being constructed by the developer Solum for the station has been designated as shared cycle/footway through the planning process.
- 2.12 In consultation with bus operators, the bus stop that was located on A25 St Matthews Road has been relocated to a point just to the west of St Matthews Road on the A25 Station Road (**Annex F**), where a bus stop clearway will be required.
- 2.13 The Local Committee is asked to Note all other bus stop clearway located around the Redhill Balanced Network that are indicated in **Annex G**.

### **Station Road 'gateway' update**

- 2.14 The Member Task Group was updated on the latest plans for the Station Road Gateway (**Annex H**) on 15 May 2014.
- 2.15 One issue that has been raised by Surrey Police is the proposal for trees in Station Road. These trees could affect the sight lines from the police CCTV cameras. Officers will continue to work with Surrey Police on this topic and consult with the Member Task Group.
- 2.16 The county council has programmed with its contractor to commence works within Station Road Gateway from mid June to December. During this period, only designated traffic will be allowed into the area, such as market traders. All unauthorised traffic will not be allowed.

## **3. OPTIONS:**

- 3.1 During the detailed design process, there has been continued consultation with key stakeholders, including Reigate & Banstead Borough Council, bus operators, statutory undertakers, Belfry shopping centre etc to attempt to include as many of their requirements as possible within the project. This process will continue during the development and construction processes.



#### **4. CONSULTATIONS:**

- 4.1 Any traffic orders and notices needed for the wider balanced network scheme, as described above will be advertised and any objections will need to be dealt with by the Area Team Manager, in consultation with the Chairman, vice chairman, Divisional Members and Project Manager, under delegated authority from this Local Committee (subject to approval).

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The estimated cost of the Redhill Balanced Network, £4.102 million, was included in the bid to the Department for Transport in February 2013. The current estimated cost to complete this project remains unchanged.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 In developing the county council's LSTF, cycling programmes and initial Station Road layouts the following impacts and actions have been identified:

Key Impacts	Actions
Positive Impact - all	Removal of unnecessary vehicles from Station Road (eastern end) should reduce personal injury accidents.
Positive Impact - all	Removal of disabled bays from Station Road (eastern end) will reduce the potential vehicle / pedestrian conflict.  High Street planned location for disabled bays will provide a shorter distance to the Belfry shopping centre and be closer to the planned Market Field Road development.
Limitation of information provision at bus stops  Negative impact – age, disability, race	Provision of audio information on bus & at stop, where possible  Provision of information in other languages where demographics show relevance  Provision of printed information to visual standards, where possible, and where physical limitations allow. (In addition, availability of information in large font on request). Ongoing monitoring & evaluation.
Improved accessibility (bus)  Positive impact – age, disability,	Greater understanding of bus users' needs. Understanding the needs of all passengers including those with

<p>pregnancy &amp; maternity.</p>	<p>mobility issues. "Consumer testing". Engagement with local community. Improving infrastructure at bus stops &amp; accessibility to bus stops. Working with bus operators to ensure ongoing accessibility improvements. Wheelchair availability on buses. Improving accessibility from pavement to bus. Ongoing monitoring &amp; evaluation</p>
<p>Improved information provision (bus)  Positive impact – age, disability, race.</p>	<p>Improved bus service information to be provided, as appropriate, in line with Surrey County Council's bus stop standards, including ticket costs &amp; ticketing structures, timetable information, real-time passenger information (RTPI) via at-stop displays &amp; other means and onward journey information (wayfinder) at stops. Assessing census &amp; other evaluation data, targeting improvements appropriately &amp; proportionately. Up skilling &amp; training staff as to best practice with regard to Surrey County Council's bus stop standards. Ongoing monitoring &amp; evaluation</p>
<p>Improved reliability and safety &amp; security (bus)  Positive impact – age, disability, pregnancy &amp; maternity, race.</p>	<p>Realistic journey timetable scheduling (aided by upgraded RTPI system). Working with bus operators where possible to reschedule bus running times to ensure appropriate punctuality. Monitoring of reliability. Promote efficient boarding &amp; alighting by various mechanisms including cashless ticketing system (smartcards). Improved traffic management (including priority for late running buses). Ongoing monitoring &amp; evaluation.</p>
<p>Improved end-to-end bus journey experience  Positive impact – age, disability, pregnancy &amp; maternity, race, sex, sexual orientation.</p>	<p>Ensure all new stops installed meet Surrey County Council's bus stop standards best practice, and then revisit current bus stops to improve/upgrade where achievable. Implementation of bus stop design guidance best practice. Identifying suitable facilities needed at each stop by assessing current usage &amp; forecasting future needs. Maintaining the standard of facilities provided. Implementation of new technology &amp;</p>

	initiatives to enhance bus journey experience. Ongoing monitoring & evaluation
Reduced casualties, particularly among young people (cycle)	<p>Prioritise schemes that address casualties, particularly around schools and destinations that attract young people - include in scheme prioritisation criteria</p> <p>Ensure that subsidised cycle training is made widely available, effectively promoted and tailored to different needs, including family training to support parents in teaching children to cycle safely (through LSTF)</p>
Increased independence for young, older and disabled people	<p>Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation.</p> <p>Consult on issues for disabled people with the Surrey Access Forum</p> <p>Work with Wheels for All to support provision for disabled people (through LSTF)</p>
Improved (actual or perceived) safety for older people, women, pregnant women and parents of young children	<p>Ensure standards for new cycling infrastructure are of sufficient quality that they will feel safe for use by all, including young children.</p> <p>Provision of subsidised family cycle training to equip parents with skills to cycle safely with their children.</p>
Increased opportunity for physical activity	Community funding focused on areas of deprivation, and with an increased emphasis in 13/14 on sustainable travel measures inc cycling.
Potential loss of pavement space or conflict between cyclists and pedestrians	Consider as part of scheme design - consider referencing within cycling infrastructure standards
Younger people-more reliant on walking and cycling as a mode of transport	Identify key routes that link school, retail leisure and business destinations. (the puffin and toucan crossings, shared footways (pedestrian /cycle) provides improved connectivity between

	residential and retail/business areas and the railway station)
Older people – less likely to cycle due to mobility and other concerns;	Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station)
Gender – our research suggests women are less confident cycling in busy traffic although cycle casualty rates amongst males are higher than females.	Development of off road cycle routes designed with least confident cyclists in mind.
Disability – people with mobility problems and visual impairment adversely affected by busy roads.	Upgrading and introducing improved crossings will improve connectivity between residential and retail/business areas and the railway station.

**7. LOCALISM:**

7.1 The headline benefits for the Redhill Balanced Network project are as follows:

- Tackling congestion
- Improved journey time reliability
- Reduced journey times
- Reduced vehicle operating costs
- Increased walking and cycling
- Reduced severance, such as between the railway station and the town centre and under Station Road railway bridge.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

### 8.1 Sustainability and Public Health implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the LSTF. Passenger transport and modal shift from the car to buses are a further key objective of the LSTF project currently in progress.

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training will be offered to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

It is also expected that increased levels of walking and cycling to and around the town centre will have a positive effect on Redhill's economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than motorist.

The relocation of disabled bays to High Street and physical closure to all unnecessary vehicles within Station road (eastern end) should provide for a significant reduction in personal injury accidents between vehicles and pedestrians.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The highways works are now under construction, and the next phases will follow during June 2014 as per the programme (Annex A). With additional gangs committed by the contractor, the project should be substantially completed by end of November 2014, in-line with the original bid, and the Local Committee is asked to note the revised programme.
- 9.2 Amendments to the existing 1991 pedestrianisation traffic order will require amending to allow the county council / borough council to control who can gain access to Station Road using the rise and fall bollard system. The Local Committee is asked to approve the advertisement of this amendment (Annex B).
- 9.3 In consultation with the Marketfield Way developer, the original location for the disabled bays in Marketfield Road has been amended due to the requirement of turning movements, and a suitable alternative has been located in High Street (Annex C), which is similar distance from the Belfry shopping centre. The Local Committee are asked to agree to the advertisement of the revoking of the current bays in Station Road and the new bays in the High Street.

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- 9.4 The closure of the Marketfield Road access at the High Street will allow for a more pleasant public realm area. Access to Marketfield Road will be obtained via a new access off Marketfield Way on the same line as the proposed development at Marketfield Way. The Local Committee is asked to agree to the advertisement of the closure of Marketfield Road access at its junction with the High street. (Annex C).
- 9.5 The creation of the disabled bays, bus stop and retaining the two taxi bays in the High Street (Annex C), has meant that the limited waiting area has been reduced to three spaces. The Local Committee are asked to agree to the advertisement to the change in the limited waiting area.
- 9.6 Following consultation with key stakeholders, including bus operators, there have been amendments to existing or planned bus stops and these new locations require the Local Committee to agree to the revised locations as indicated in Annex C and Annex F. The rest of the bus stop clearways are indicated in Annex G.
- 9.7 In consultation with the developer of the railway station at Redhill, has highlighted a slight amendment at the junction of Noke Drive and Redstone Hill, to enable a continuous cycle facility to be installed to dovetail with the railway station proposals that recently obtained planning permission. The Local Committee are asked to agree to this additional shared use.
- 9.8 The Local Committee are to NOTE the Station Road Gateway plans (Annex H), that are due to commence construction mid June for a period of approximately six months. It should be noted that officers will continue to work with Surrey Police on resolving the CCTV issue and reporting options to the Member Task Group and this Local Committee.

### **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the approval of this Local Committee, advertisements of Notices will be made for the Station Road pedestrianisation and the revoking of the disabled bays, together with proposed disabled bays in High Street.
- 10.2 Subject to the approval of this Local Committee, the proposed closure of Marketfield Road at its junction with High Street will be advertised.
- 10.3 Subject to approval by this Local Committee, the proposed shared cycle route around Noke Drive/Redstone Hill will be implemented as part of the Redhill Balanced Network, and join with the proposed off road cycle facility being implemented by the Station development.
- 10.4 Subject to approval by this Local Committee, the proposed Bus Stop Clearways will be implemented as part of the Redhill Balanced Network.

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#### **Contact Officers:**

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**Consulted:**

Surrey County Council officers - Marc Woodall, James Price, John Lawlor, Anita Guy  
Neil McClure, Alison Houghton, Martin Gilmour  
Reigate & Banstead Officer - Yvonne Shaw

**Annexes:**

Annex A Contractor programme  
Annex B The Borough of Reigate and Banstead (Redhill Pedestrianisation) Order 1991.  
Annex C General arrangement plan High Street/Cromwell Road/Marketfield Road  
Annex D General arrangement plan Marketfield Way / Marketfield Road access  
Annex E General arrangement plan Noke Drive / Redstone Hill  
Annex F General arrangement plan St Matthews Road/Station Road  
Annex G General arrangement plans for Lombard roundabout, Princess Way, Queensway and Marketfield Way  
Annex H General arrangement plan Station Road Gateway

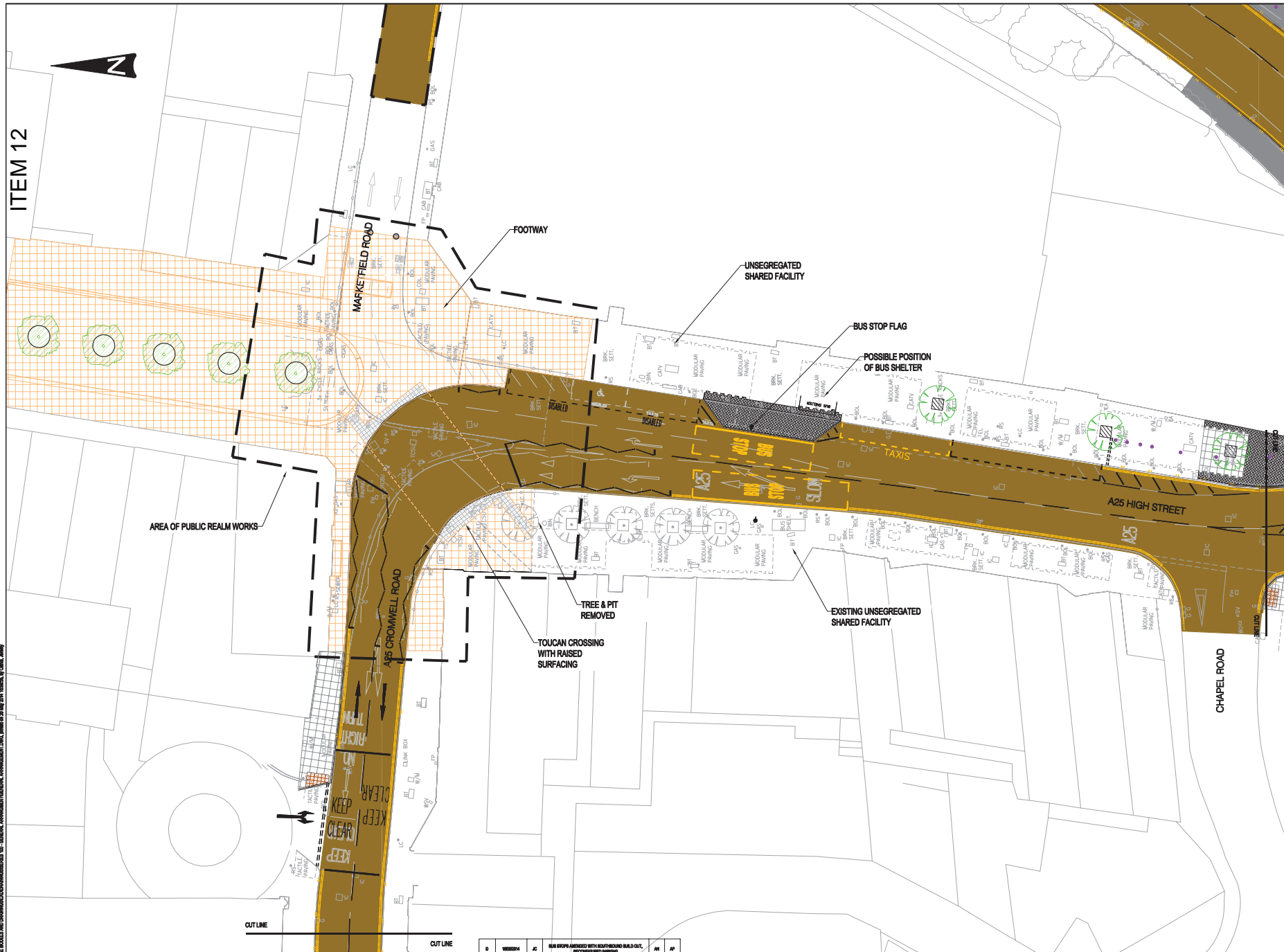
**Sources/background papers:**

Local Pinch Point Fund bid – 20 February 2013 and award 31 May 2013  
Member Task Group meeting 15 May 2014.

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ITEM 12



DO NOT SCALE

- KEY**
- 400x400mm RED TACTILE PAVING SLABS
  - 400x400 mm BUFF TACTILE PAVING SLABS
  - 400x400mm PAVING SLABS
  - 200x100mm PAVING BLOCKS
  - PUBLIC REALM WORKS
  - BITUMINOUS FOOTWAY SURFACING
  - CARRIAGEWAY SURFACING
  - RAISED TABLE TOP
  - ACCOMMODATION WORKS
  - RED SURFACING AT BUS STOP
  - STAINLESS STEEL CYCLE STUDS  
NOMINALLY AT 3m CENTERS AT JUNCTIONS  
& PEDESTRIAN CROSSINGS STUDS AT 1M CENTERS.

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AREA OF PUBLIC REALM WORKS

FOOTWAY

UNSEGREGATED SHARED FACILITY

BUS STOP FLAG

POSSIBLE POSITION OF BUS SHELTER

MARKETFIELD ROAD

A25 HIGH STREET

A95 CROMWELL ROAD

TREE & PIT REMOVED

EXISTING UNSEGREGATED SHARED FACILITY

TOUCAN CROSSING WITH RAISED SURFACING

CHAPEL ROAD

CUT LINE

CUT LINE

D	VERSION	JC	NEW WORKS AGREED WITH SEPTHEROARD ROAD-OUT, UNCONSIDERED DRAWING	AM	AP
B	08/10/2014	NA	ADDITION OF PUBLIC REALM WORKS, TREES & REMOVAL OF CYCLE ROAD MARKING & REPLACE WITH ROAD STUDS	AM	AP
C	08/10/2014	NA	MINOR AMENDMENT	AM	AP
A	12/02/2013	AM	AMENDMENTS TO FOOTWAY, KERB & LANS	JC	AP
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: FOR CONSTRUCTION					

Building 54, Green Lane Business Park,  
Tewkesbury, Gloucestershire, GL20 8SL  
Tel: +44 (0)1684 851 751, Fax: +44 (0)1684 851 711  
<http://www.wspgroup.com>

CLIENT:

Surrey Highways  
Transport for Surrey

PROJECT:	REDHILL BALANCED NETWORK		
TITLE:	CROMWELL ROAD MARKETFIELD ROAD GENERAL ARRANGEMENT		

SCALE @:	1:200m	DRAWN:	AM	APPROVED:	AP
CLIENT:	GENERAL ARRANGEMENT DWG	DESIGN OFFICER:	JC	DATE:	12/07/2013
PROJECT NO:	10110062	DRAWING NO:	10110062 - 108	REV:	D
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File name: I:\11010101 - REDHILL BALANCED NETWORK - MODELS AND DRAWINGS\CONSTRUCTION - GENERAL ARRANGEMENTS\GENERAL\_ARRANGEMENTS.DWG, created on 28 May 2013 16:58:06, by Chris, Arroyo

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