



Development Management Plan (Regulation 18 stage)

**Local Centres
Review, Designation and Policy**

Appendix

June 2016

1. BRIGHTON ROAD (HORLEY)					
Ward: Horley West and Horley Central					
A1	A2	A5	SG	Vacancies	TOTAL
10	2	2	1	0	15
985m ²	121m ²	56m ²	211m ²	0	1,372m ²
Parking Bays	Approx. 20				
Other facilities	<ul style="list-style-type: none"> • Bus stop • Pedestrian crossings • Rubbish bins • Community hall • Green space to the south around English Martyrs Church • Horley Infant School is in close proximity • Horley Baptist Church, to the south of the parade, has been recently converted into a day nursery. 				
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	<ul style="list-style-type: none"> • Majority of units are of neighbourhood scale. • Shopping parade includes a good variety of convenience, comparison, services and food & drink establishments. • Car garage, electrical wholesalers and central heating company also within the boundary. 				
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: service				
					
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Less attractive than some in the borough but clean and tidy • Efforts have been made to improve the visual appearance, e.g. flower pots • Slip road has large potholes and would benefit from resurfacing <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • To a certain extent – adjacent to A23 but accessed via slip road • Pedestrian crossing <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Community hall within the designated boundary. • Wider environment includes a number of residential dwellings <p><u>Friendly/ welcoming:</u> Yes</p>				

	<p><u>Busy/ quiet:</u> Felt quiet but continual stream of visitors</p> <p><u>Unsafe?</u> No, despite being situated on the A23 the main retail units are accessed via a slip road which provides ample parking and there is a pedestrian crossing</p> <p><u>Noisy?</u> No, although you can hear the A23 it is not overbearing</p>
Potential for Expansion/ Improvement:	Limited potential to expand due to residential proximity

Boundary changes proposed:
Removal of areas to the east and south due to residential conversion.



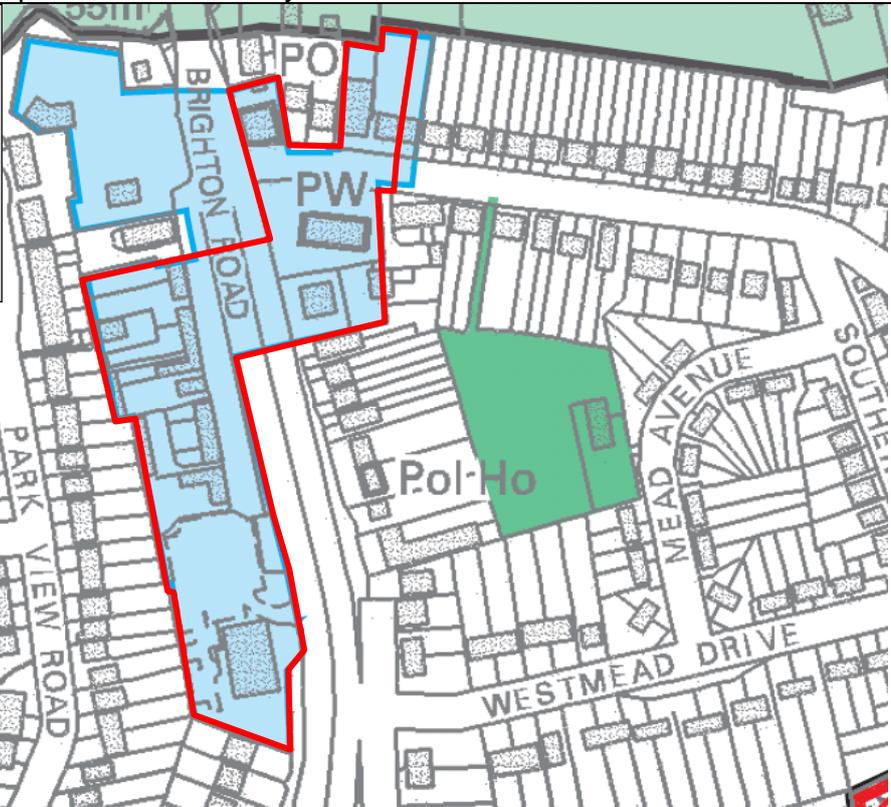
Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Majority of units A1 • No vacancies • Good variety of uses <p><u>Pedestrian flows:</u> Appear to be steady</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Pedestrian crossing • Good parking provision • Demarcated areas for vehicles ensure a friendly environment for
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	<p>pedestrians</p> <p><u>Perception of safety:</u> Good – no evidence of vandalism, anti-social behaviour etc.</p> <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good parking provision • Not car dominated • Good perception of safety • Clean and tidy • Efforts have been made to improve the environmental aesthetics • Resurfacing works would be beneficial <p><u>Future growth potential:</u> Limited</p> <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Community hall, Church and green space in close proximity • Potential to improve community offer
Designate in DMP?	YES

2. BRIGHTON ROAD (SALFORDS)

Ward: Salfords & Sidlow

A1	A2	A3	A5	D1	SG	Vacancies	TOTAL
11 (2v)	1	3	2	2	1	2	20
606m ² (113m ²)	74m ²	777m ²	112m ²	256m ²	61m ²	113m ²	1,887m ²
Parking Bays	Approx. 20						
Other facilities	<ul style="list-style-type: none"> • Bench • Bus stop • Telephone box • Recycling bins • Village hall • Church 						
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Good mix of trade types • Number of units that do not provide a local convenience function e.g. Lavenders Wedding and Events 						
Most visited/ dominant use:	Dominant use class: A1 Number of complimentary food & drink establishments						
							
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Less attractive than some of the other local centres • Clean and tidy • Incorporates a small green area <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • To a certain extent - located on a busy road and there is a need to cross over this road to access some of the units but there is a pedestrian crossing and it is accessed via a slip road • Traffic noise is not overbearing <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Wider environment includes a number of residential dwellings • Number of community facilities, such as a church hall and village 						

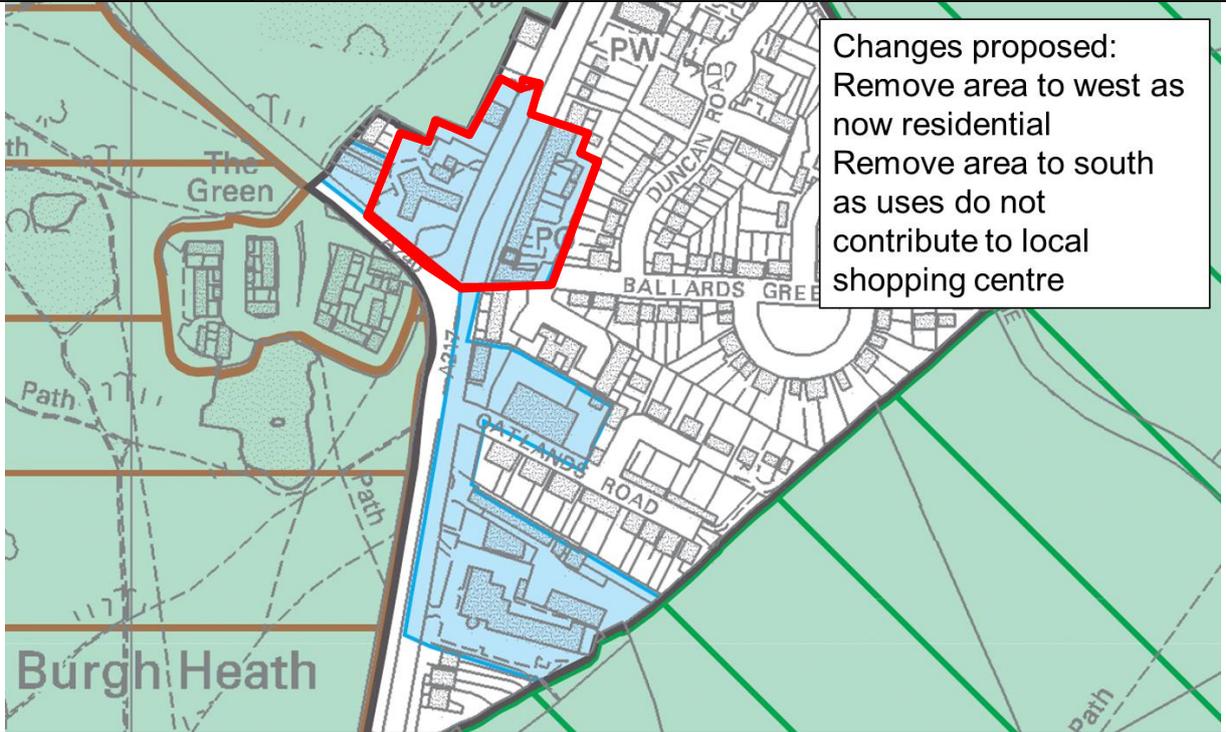
	<p>hall, in the local centre boundary</p> <p><u>Friendly/ welcoming:</u> To a certain extent – the busy road could deter people from visiting but efforts have been made to improve its attractiveness.</p> <p><u>Busy/ quiet:</u> Quiet</p> <p><u>Unsafe:</u> No, the parade is accessed via a slip road and there is a pedestrian crossing.</p> <p><u>Noisy:</u> No, whilst you can hear the road it is not overbearing</p>
<p>Potential for Expansion/ Improvement:</p>	<p>The A23 and surrounding residential area limits possible expansion. Chichester Caravans has planning permission for residential development - the boundary should be amended to exclude this site.</p>
<p>Boundary changes proposed: Exclude residential unit to the east and Chichester Caravan site to the west, which has permission for residential use.</p>	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Majority of units A1 • Good mix of uses although some more specialist • Vacancies minimal <p><u>Pedestrian flows:</u> Quiet but well used</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Main parade accessed via a slip road • Pedestrian crossing

	<p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Demarcated areas for vehicles creates a feeling of separation for pedestrians and in doing so creates the perception of a safe environment for pedestrians • No evidence of vandalism, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Clean and tidy • Efforts to improve the environmental aesthetics are evidenced, such as flower pots • Not vehicle dominated • Good parking provision • Good sense of environmental quality overall <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited opportunities in immediate future – the road and residential surroundings limit expansion potential • Boundary could be amended to reflect the hub of activity and exclude residential uses <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Many conveniences such as telephone box, recycling bins etc. • Number of community facilities such as Church and Church hall
Designate in DMP?	YES

3. BURGH HEATH

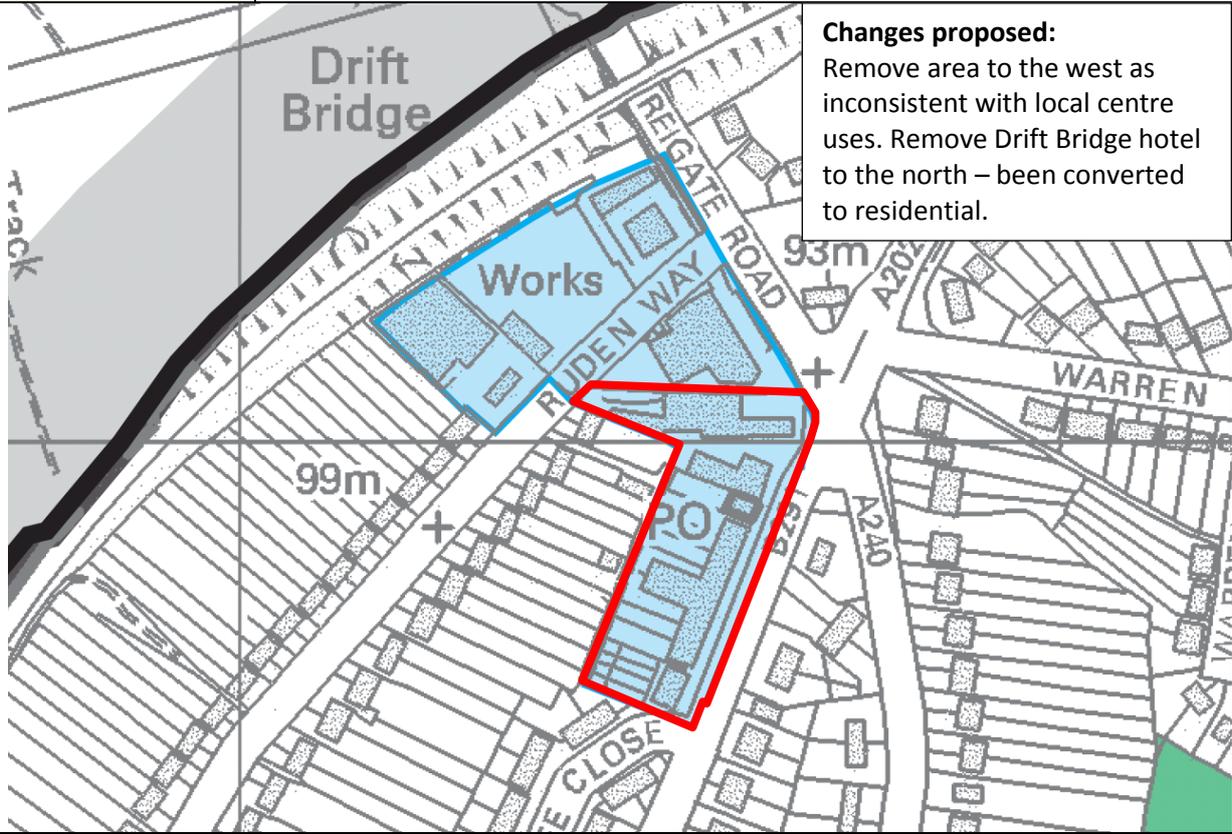
Ward: Kingswood with Burgh Heath

A1	A2	A5	B1 (A)	D1	Vacancies	TOTAL
9 (1v)	2 (1v)	4	1	1	2	17
557m ² (62m ²)	114m ² (61m ²)	350m ²	42m ²	93m ²	123m ²	1,155m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 13 spaces in front of the main parade • Other units have own designated parking spaces 					
Other facilities	<ul style="list-style-type: none"> • St. Mary's Meeting Place • War Memorial Hall • Burgh Heath Social Club • Rubbish bins • Notice board 					
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	<ul style="list-style-type: none"> • Wide variety – majority do not provide local convenience • Few convenience based retail units (2 units) • The majority of the units that compliment the local convenience offer are fast-food premises (4 units) and community based premises (such as St. Mary's Meeting Place, War Memorial Hall and Burgh Heath Social Club) • Number of atypical local centre uses such as such as a builders merchant, hardware store, car garage and large Premier Inn 					
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Service					
						
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Parade: Overall clean and tidy but some units are tatty. • Commercial units: clean, tidy and welcoming <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • Yes – situated on busy Brighton Road and not accessed via a slip road. • There are a number of pedestrian crossings <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Number of residential dwellings in the wider environment • Burgh Heath Park in close proximity • Feels to be used more by passing trade than locals <p><u>Friendly/ Welcoming:</u> Yes.</p>					

	<p><u>Busy/ quiet:</u> The Little Waitrose at the Shell garage was busy but the main shopping parade quiet.</p> <p><u>Unsafe:</u></p> <ul style="list-style-type: none"> • Wide pavements and pedestrian crossings • May be weary when trying to get into/ out of cars – the road can be busy and fast moving but there are traffic lights <p><u>Noisy:</u> Yes</p>
<p>Potential for Expansion/ Improvement:</p>	<p>Residential accommodation to the east and parkland to the north, west and south limit expansion.</p> <p>A number of the units could be improved and the boundary could be amended to focus on the parade.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Approximately half of the units are in A1 use • Limited convenience offer although close proximity to ASDA • High number of food and drink premises • Mix of units, some more specialist than others • Few vacant units <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed good patronage at the Little Waitrose convenience store (at the Shell garage) • Main parade was observed to be quiet however expected to be busier during peak times (i.e. lunch and dinner times due to high number of food and drink premises) <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision – although majority is on the road side

	<ul style="list-style-type: none"> • Pedestrian crossings • Direct access onto Brighton Road, not accessed via a slip road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Pedestrian crossings • Sense that the road may deter people • No evidence of vandalism or anti-social behaviour etc. <p><u>Environmental quality:</u></p> <p>Good pavements and pedestrian crossing however there are some tatty units and no visible efforts have been made to improve environmental aesthetics (e.g. flower pots). There is an opportunity to improve environmental quality.</p> <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited expansion due to surrounding land uses (road and residential) • Number of the units could be improved and possibly in the future changes of use to improve neighbourhood offering • Boundary could be amended to focus on the parade <p><u>Mini destination:</u></p> <p>There are some community resources within the boundary (i.e. community hall and St Mary's Meeting Place) however; it does not feel as if it is well used/ valued by the local community.</p>
Designate in DMP?	Yes

4. DRIFT BRIDGE, EPSOM DOWNS					
Ward: Nork					
A1	A2	A3	D1	Vacancies	TOTAL
8	1	2	1	0	12
926m ²	612m ²	383m ²	55m ²	0	1,976m ²
Parking Bays	Approx. 33 designated bays plus on-street parking				
Other facilities	<ul style="list-style-type: none"> • Post box • Rubbish bins • Telephone box 				
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Good mix of units, • Majority of units neighbourhood scale • Good convenience offer • Number of large commercial units to the north including a VW garage and Audi garage. 				
Most visited/ dominant use:	Dominant use type: A1 Dominant trade type: Service				
					
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Pleasant • Clean and tidy <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • No, traffic lights at the northern end reduce traffic speed • Pavement is very wide <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Predominantly residential • No community notice board • Observed to be well used by local community <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Appeared quiet but quite a few people using the units</p> <p><u>Unsafe?</u> No <u>Noisy?</u> No</p>				
Potential for Expansion/	Road and residential limit expansion potential. Boundary could be amended to exclude the more industrial units to the				

Improvement:	north and the former Drift Bridge Hotel which has been converted into residential
	Changes proposed: Remove area to the west as inconsistent with local centre uses. Remove Drift Bridge hotel to the north – been converted to residential.
Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Good mix of units • Majority neighbourhood scale – number of more commercial/ specialised uses to the north of the parade • Majority of units A1 use • No vacancies recorded <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Appeared quiet but quite a few people using the parade • Sense that it is well used by both local people and those passing through <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Set back from main road • Pedestrian crossing to the north of the parade <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Visually appealing – no evidence of vandalism, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Clean and tidy • Welcoming – the units are set well back from the main road and are visually attractive

	<ul style="list-style-type: none"> • Good parking provision • Perceived to be safe <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • The boundary could be amended to exclude the more commercial units and the former public house which has been converted to residential
Designate in DMP?	Yes

5. LESBOURNE ROAD, REIGATE

Ward: Reigate Central and Meadvale & St. Johns

A1	A5	SG	B1 (A)	Vacancies	TOTAL
12 (1v)	2	1	2	1	17
749m ² (66m ²)	172m ²	55m ²	103m ²	66m ²	1,078m ²

Parking Bays	<ul style="list-style-type: none"> Approx. 8 designated spaces On street parking in surrounding streets.
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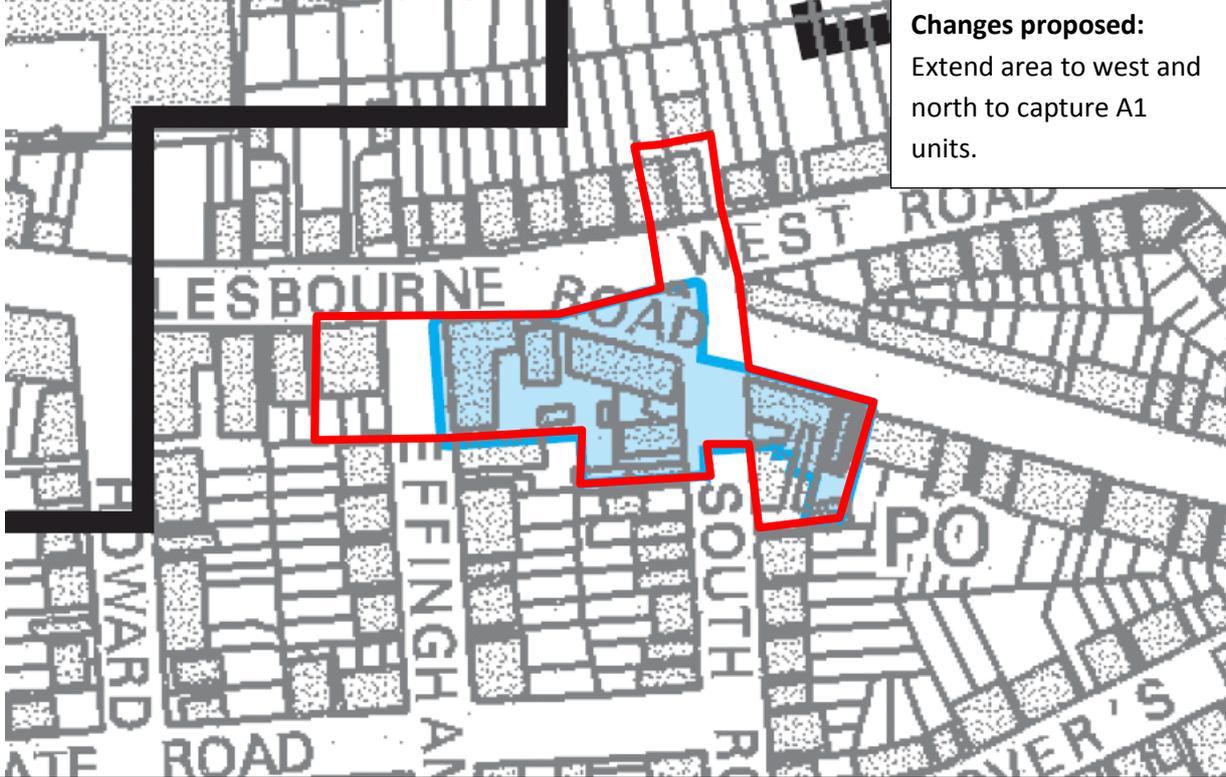
Other facilities	<ul style="list-style-type: none"> Benches Bus stop Rubbish bins
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Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> Limited number of convenience units Large number of comparison and service based units – some neighbourhood scale (e.g. Nail Boutique) and others not (e.g. Bridal Room) Number of small commercial premises in Chart House
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Most visited/ dominant use:	Dominant trade type: Comparison Dominant use class: A1
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Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Visually pleasing Attractive Clean and tidy <p><u>Car-dominated:</u> No, road is primarily residential but does get busy during peak times</p> <p><u>Sense of local environment/ community:</u> The surrounding environment is primarily residential although there are a number of office buildings to the east</p> <p><u>Friendly/ welcoming?</u> Yes, very.</p> <p><u>Busy/ quiet?</u> Busy – quite a few people in the cafés and a few visiting the units</p> <p><u>Unsafe?</u> No</p>
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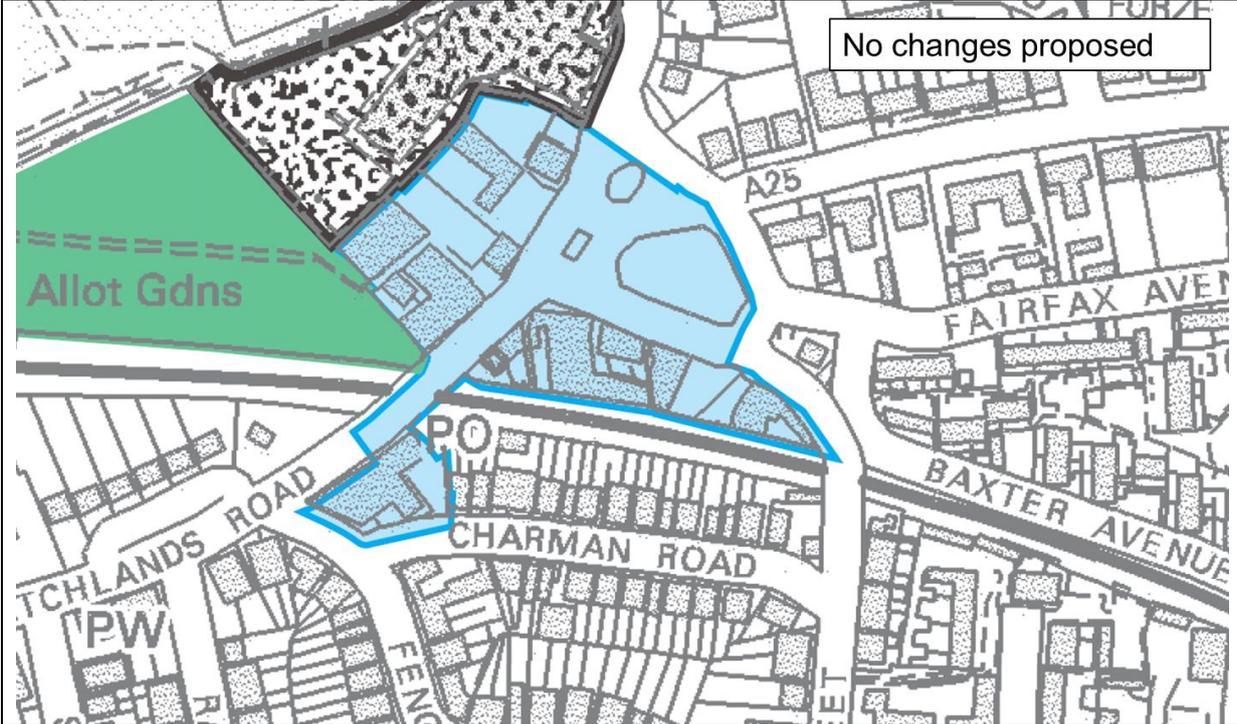
	Noisy? No
Potential for Expansion/Improvement:	<p>Residential accommodation limits expansion.</p> <p>Proposed boundary extension to take into account existing retail offer: to the north (occupiers include C.P. Easton Butchers, The Vineking wine merchants and Copy Tech) and west (Clarendons Estate Agents and Garden Link).</p>
 <div data-bbox="1082 434 1414 622" style="border: 1px solid black; padding: 5px;"> <p>Changes proposed: Extend area to west and north to capture A1 units.</p> </div>	
Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diveristy:</u></p> <ul style="list-style-type: none"> • Good mix of units • Some more specialised than others • Lintied convenience offer but number of typical neighbourhood units • Lintied vacancies • Majority of units A1 <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed to be quiet but quite a few people using the cafés and units • Sensed that it is well used, particularly during peak times <p><u>Accessibility</u></p> <ul style="list-style-type: none"> • Good parking provision • Residential area although busy during peak times <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • Visually attractive • No evidence of vandalism, anti-social behaviour etc.

	<p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Attractive, pleasant, clean and tidy • Welcoming • Benches • Not dominated by vehicles • Good parking provision • Good perception of safety • Well maintained • Flower pots <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Potential to include surrounding complementary retail units • Limited expansion beyond due to land uses (residential and road) <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, benches and bus stop • Cafés attract people • Sense of a destination, feels well used and appreciated
Designate in DMP?	Yes

6. LINKFIELD CORNER, REDHILL

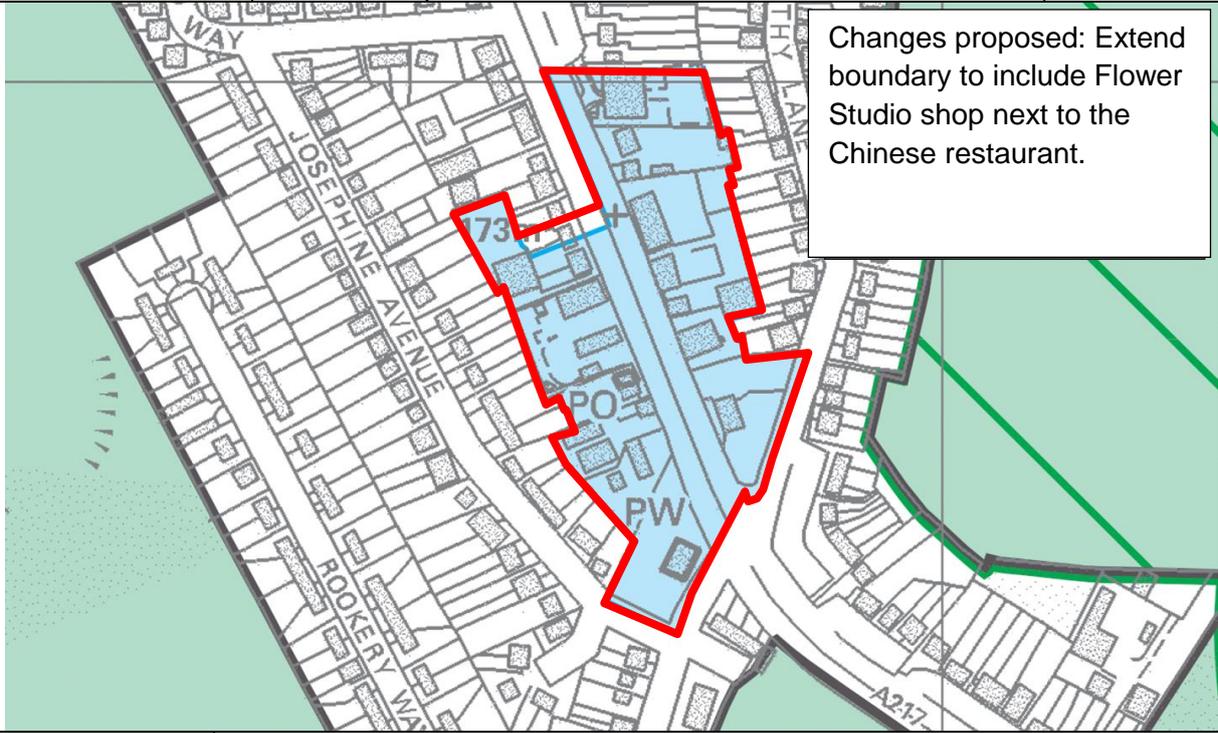
Ward: Redhill West and Reigate Central

A1	A2	A3	A5	D1	Vacancies	TOTAL
14 (1v)	4	2	2	2	1	24
1,687m ² (202m ²)	415m ²	461m ²	141m ²	24m ²	202m ²	2,728m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 12 designated bays • Car park in boundary has 56 spaces • Car parking at leisure centre 					
Other facilities	<ul style="list-style-type: none"> • Bus stop with shelter • Post box • Rubbish bins • Recycling bins • Telephone box • Donyngs Leisure Centre to the north 					
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Good variety of uses • Some atypical uses such as kitchen designers and car garages 					
Most visited/ dominant use:	Dominant use class: A1 Dominant trade types: Service and comparison					
						
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Pleasant • Clean and tidy • Visually attractive <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • No, despite being located on one of the main roads into/ out of Redhill and around a busy junction, the units are set well back and there is a wide pavement. • There is a zebra crossing. <p><u>Sense of a local environment/community:</u></p> <ul style="list-style-type: none"> • Local environment predominantly residential • Feels as if it is used more by people passing through • No notice boards or community events advertised 					

	<p><u>Friendly/ welcoming?</u> Yes</p> <p><u>Busy/ quiet?</u> Busy</p> <p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No, the main road is not overbearing</p>
<p>Potential for Expansion/ Improvement:</p>	<p>The road, railway and residential accommodation limit expansion possibilities. However, in the future the garages could be converted to other more complementary uses.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Good mix of units • Some more specialised and atypical to local centre • Few vacancies • Majority of units in A1 use classes <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed to be busy • Sense that it is well used <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Well set back from main road • Wide pavements • Located on one of the main access roads into Redhill • Number of residential properties within close proximity <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Road not overbearing

	<ul style="list-style-type: none"> • No evidence of vandalism, anti-social behaviour etc. • Good overall perception <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good overall environmental quality • Not vehicle dominated • Good parking provision • No evidence of rubbish or vandalism • Good perception of safety • Clean and tidy • Welcoming <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Potential for changes of use in the future of the car garages to more complementary retail uses <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, post box, recycling area and telephone box demonstrates that the centre offers more than just retail • The leisure centre attracts a number of people
Designate in DMP?	Yes

7. LOWER KINGSWOOD						
Ward: Kingswood with Burgh Heath						
A1	A3	A4	B1 (A)	SG	Vacancies	TOTAL
7 (1v)	1	1	1	3 (1v)	2	13
515m ² (82m ²)	48m ²	178m ²	83m ²	495m ² (283m ²)	365m ²	1,319m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 30 designated bays • On-street parking in surrounding residential streets 					
Other facilities	<ul style="list-style-type: none"> • Notice board • Rubbish bins • Church • Tattenham Way Recreation Ground and the Beacon Secondary School are in close proximity • Large post office/ convenience store south west of shopping parade 					
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Few units providing local convenience • Number of specialist units • Limited neighbourhood offering 					
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Comparison					
						
Assessment of Local Environment:	<p><u>Visual appearance:</u> Less attractive than some of the others but clean and tidy</p> <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • Yes. • Located on a busy, noisy road • The road could be intimidating <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Not felt to be well used by local community • Units are atypical • Some community facilities within boundary (i.e. community notice board) <p><u>Friendly/ welcoming:</u></p>					

	<ul style="list-style-type: none"> • To a certain extent • Units are clean and tidy • A217 is busy and it could be intimidating • No visible efforts to make the centre welcoming (for example flower plots) <p><u>Busy/ quiet:</u> Petrol stations observed to be busy, other units quiet</p> <p><u>Unsafe:</u></p> <ul style="list-style-type: none"> • Road is busy • Pavements are narrow • No barriers preventing children from running into road • Pedestrian crossing <p><u>Noisy?</u> Yes</p>
<p>Potential for Expansion/ Improvement:</p>	<p>Residential accommodation and the A217 restrict expansion.</p> <p>The boundary could be redrawn to include A&S Flower Studio (adjacent to Chau's Chinese in the main parade) and exclude Yorke House (to the north of the parade which has been converted to residential).</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Limited vacancies • Number of units A1 use • Number of specialised units • Few units providing convenience retail • Number of units atypical to local centres <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Garages observed to be well used • Specialised units attract wider audiences • Sensed to not be well used by local residents

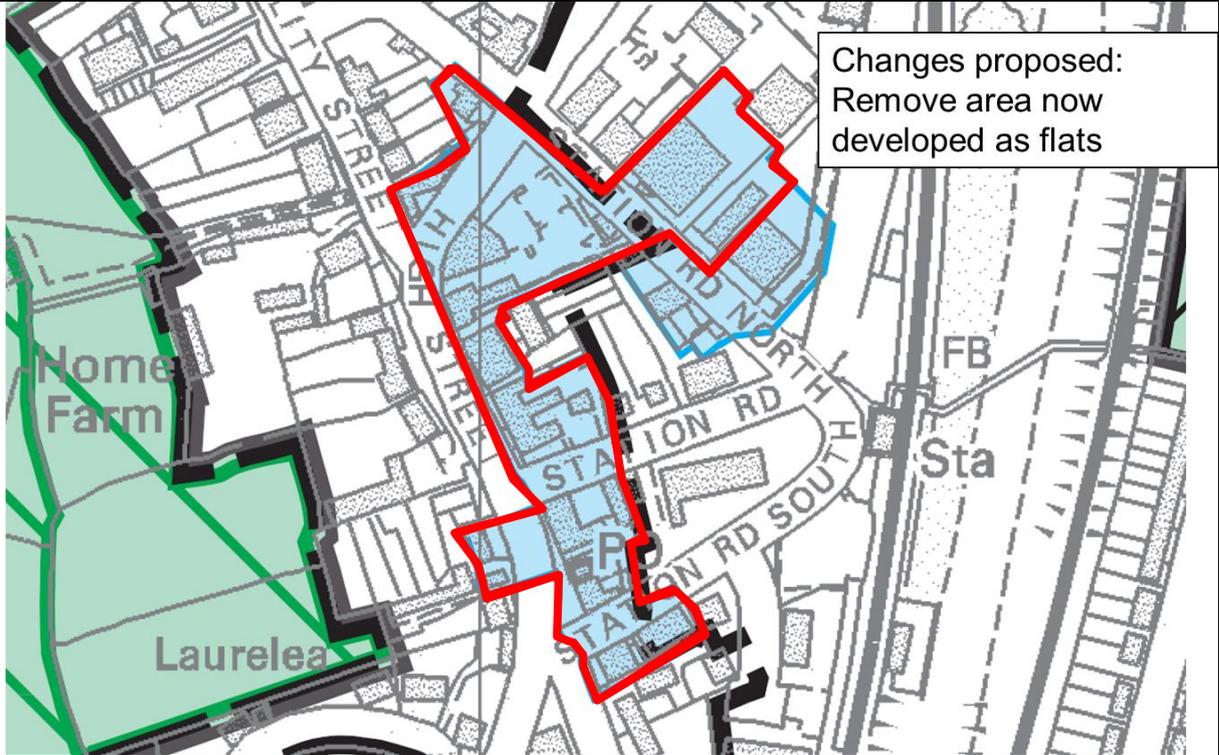
	<p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Pedestrian crossing • Busy road which may feel intimidating • Not accessed via a slip road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • No evidence of vandalism, anti-social behaviour etc. • Concern over narrow footpaths, parking adjacent to main road, the main road, lack of barriers etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Questions over safety • No evidence of efforts to improve environmental aesthetics such as flower pots • Some of the units are scruffy • Could be improved <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Potential to change the boundary slightly to reflect changes of use • Surrounding land uses prevent further expansion • Potential in the future for changes of use of the more specialised units to more neighbourhood uses <p><u>Mini-destination:</u></p> <ul style="list-style-type: none"> • Number of community resources within close proximity • Specialised units attract people • Petrol stations also draw people in
Designate in DMP?	Yes

8. MERSTHAM VILLAGE

Ward: Merstham

A1	A2	A3	A4	Vacancies	TOTAL
13	2	1	1	0	17
1,309m ²	135m ²	69m ²	388m ²	0	1,901m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 18 parking spaces • On street parking in neighbouring residential streets • Public house has a large car park 				
Other facilities	<ul style="list-style-type: none"> • Bus stop • Post box • Bench • War memorial 				
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	Good mix of uses including residential accommodation, food & drink, services and a petrol station.				
Most visited/ dominant use:	Dominant use class: A1 Dominant trade types: Comparison and services				
					
Assessment of Local Environment:	<p><u>Visual appearance:</u> Visually attractive, number of locally listed buildings.</p> <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • A23 is busy but does not feel intimidating • Units are set well back • Wide pavements • Zebra crossing slows traffic and provides a safe crossing for pedestrians • Speed cameras to the north also slow the traffic <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Surrounding environment predominantly residential • Centre of village/ community centre feeling • Number of community facilities in close proximity <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Quiet, but this may be due to lunchtime. There were a few</p>				

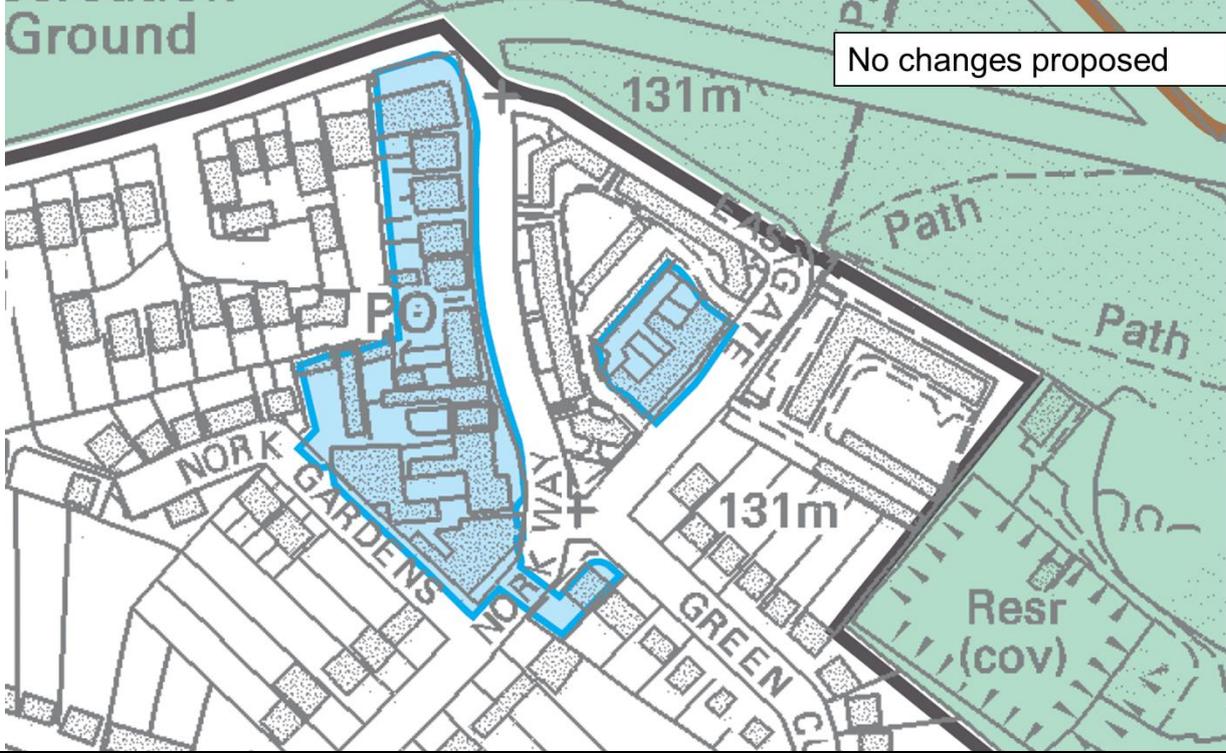
	<p>people in the gallery café.</p> <p><u>Unsafe:</u> No</p> <p><u>Noisy:</u> No, noise from the A23 is not overbearing.</p>
Potential for Expansion/Improvement:	<p>Train station, main road and residential accommodation limit expansion.</p> <p>Propose excluding the former garage site from the designation as it has been converted to residential.</p>



Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • No vacant units • Majority of units A1 use class • Majority of units typical neighbourhood scale • Good mix of units <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed to be quiet, although this is probably due to the time of day • Sense that it is well used • Train station is in close proximity <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Zebra crossing • Wide pavements • A23 is busy but not intimidating <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good
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	<ul style="list-style-type: none"> • A23 does not feel intimidating • The units are set well back • Wide pavements • No evidence of vandalism, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Attractive • Number of locally listed buildings • Good perception of safety • Good environmental aesthetics • Benches etc. • Not dominated by vehicles • Good parking provision <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Potential to amend boundary to reflect changes of use <p><u>Mini destination</u></p> <ul style="list-style-type: none"> • War memorial, post box, bus stop, benches etc. creates a sense that the centre has a wider function than shopping • Village centre feel
Designate in DMP?	Yes

9. NORK WAY, NORK							
Ward: Nork							
A1	A2	A3	D1	B1 (A)	SG	Vacancies	TOTAL
18	3	5	2	2	1	0	31
1,458m ²	232m ²	617m ²	144m ²	227m ²	72m ²	0	2,750m ²
Parking Bays	<ul style="list-style-type: none"> • Designated bays for approx. 30 cars • On street parking in surrounding residential streets 						
Other facilities	<ul style="list-style-type: none"> • Bus stop • Cycle racks • Post box • Rubbish bins • Telephone box • Seats outside Mrs Smiths Tea Room • Beecholme Recreation Ground, Nork Park and Nork Social Club are in close proximity 						
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • One of the largest shopping parades • High proportion of convenience retail • Good variety of uses • Majority of units are of neighbourhood scale 						
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Services						
							
Assessment of Local Environment:	<p><u>Visual appearance:</u> Visually attractive, clean and tidy.</p> <p><u>Car-dominated:</u> No</p> <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Situated in a residential area • Social club within close proximity • Community events advertised <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Busy, very well used.</p> <p><u>Unsafe?</u> No</p>						

	Noisy? No
Potential for Expansion/Improvement:	Residential accommodation limits expansion. In the future DC Automobiles (41-43 Nork Way) could possibly be converted into A use class.
	
Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Good mix of units • Majority neighbourhood scale • No vacant units • Majority A1 retail • Number of community facilities, for example social club, within close proximity <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Busy • Well used by local residents <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Residential road – quiet • Pedestrian crossing <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • No evidence of vandalism, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good • Clean and tidy

	<ul style="list-style-type: none"> • No evidence of rubbish or vandalism • Ample parking provision • Vehicle dominance limited • Wide pavements • Good perception of safety <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Surrounding land uses prevent expansion • In the future DC Automobiles could potentially be converted into A1/ more of a neighbourhood scale unit <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, bus stop, cycle racks, post box, telephone box etc. suggest that it provides more than shopping • Beecholme Recreation Ground, Nork Park and Nork Social Club are in close proximity • Feels as if it is well used and valued by the local community • Number of the cafés have outside seating areas
Designate in DMP?	Yes

10. NUTFIELD ROAD, SOUTH MERSTHAM

Ward: Merstham

A1	A2	A3	A5	SG	Vacancies	TOTAL
17 (3v)	2	2	2	1	3	24
871m ² (147m ²)	106m ²	69m ²	92m ²	55m ²	147m ²	1,193m ²

Parking Bays	<ul style="list-style-type: none"> Parking for approx. 10-15 cars in designated bays On street parking in surrounding residential streets
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Other facilities	<ul style="list-style-type: none"> Phone box Post box Rubbish bins Large greenspace on junction with Battlebridge Lane to the south of parade
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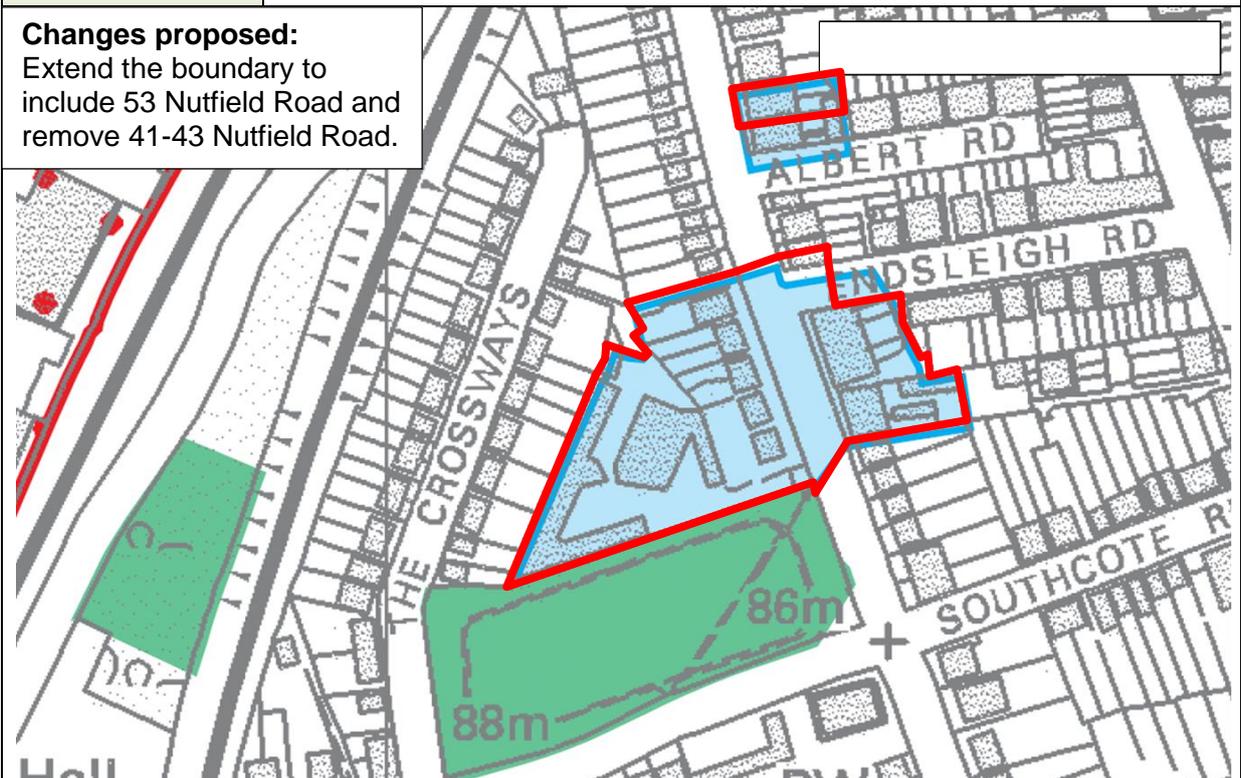
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	<ul style="list-style-type: none"> Convenience is limited to newsagents Some supplementary food & drink offer Number of other typical local centre uses include laundrette and chemists Number of specialist units including a radio shop and flooring showroom
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Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Convenience
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Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Visually attractive Clean and tidy Number of residential units within the boundary <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> No Residential road Wide pavements and ample walkways for pedestrians <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> To an extent - charity day advertised Local environment predominantly residential No sense that it is well used by the local community – this may be due to the limited convenience retail. Tesco Express in nearby Watercolour offers good convenience retail.
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	<p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Quiet</p> <p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>
Potential for Expansion/ Improvement:	<p>Limited potential for expansion: residential accommodation to the north, east and west; large green space to the south.</p> <p>To the rear of the parade there are a number of units that are currently used by non-A class uses (these include crash repairs and car servicing). In the future these could potentially be converted into more complementary uses.</p> <p>Proposed extension of the boundary to include 53 Nutfield Road (Bica Café).</p> <p>Proposed change of the boundary to exclude units 41-43 which are currently being converted to residential.</p> <p>The parade could benefit from improvements to its physical appearance and convenience shopping offer.</p>



Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Limited convenience offer • Some typical neighbourhood offer but number of more specialist units • Majority of units A1 use class
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	<ul style="list-style-type: none"> • 3 vacant units <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed to be quiet • No sense of being well used • Specialist units will draw trade <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Wide pavements • No pedestrian crossing but residential road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • No evidence of vandalism, intimidating spaces, anti-social behaviour etc. • Good overall perception <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Could benefit from improvements • Overall clean and tidy but some of the units are scruffy • No evidence of efforts to improve environmental aesthetics (e.g. flower pots, outdoor seating etc.) • Not dominated by vehicles • Wide pavements • Good perception of safety <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Proposed boundary changes to reflect changes of use • To the rear of the parade there are a number of specialist/ more commercial units, in the future these could possibly change use to more neighbourhood scale <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Rubbish bins, phone box, post box and the large green space demonstrates that the centre offers more than shopping • Specialist units attract trade • Chemist/ pharmacy draws trade
Designate in DMP?	Yes

11. PORTLAND DRIVE, MERSTHAM

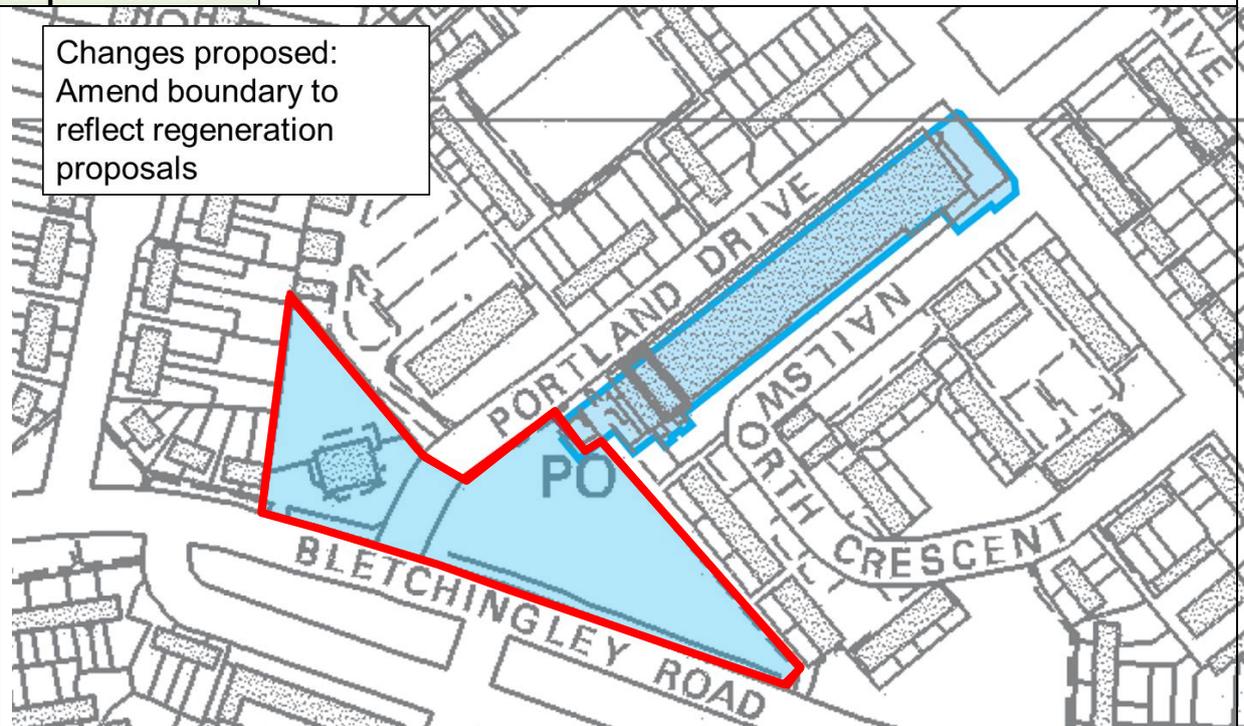
Ward: Merstham

A1	A2	A3	A5	D1	SG	Vacancies	TOTAL
9 (2v)	5	1	4	1	1	2	21
911m ² (144m ²)	507m ²	75m ²	362m ²	109m ²	71m ²	144m ²	2,035m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 18 designated bays • On-street parking for approx. 15-20 cars 						
Other facilities	<ul style="list-style-type: none"> • Bus stop • Cash point • Post box • Rubbish bins • 2 community facilities • Large green space to the north east 						
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<p>Typical neighbourhood composition – good convenience retail, food & drink and services. Number of vacant units due to planned regeneration works.</p>						
Most visited/ dominant use:	<p>Dominant use class: A1 Dominant trade types: Service and food & drink</p>						
							
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • One of the less visually attractive centres • Buildings are tall • Number of vacant units (due to regeneration works) • Clean and tidy <p><u>Car dominated:</u></p> <ul style="list-style-type: none"> • Quiet residential road • Wide pavements <p><u>Sense of a local environment/community:</u></p> <ul style="list-style-type: none"> • Number of community facilities in parade • Wider environment residential <p><u>Friendly/ welcoming:</u></p>						

	<ul style="list-style-type: none"> • To an extent • Clean and tidy • Not very attractive • Visual appearance of the high rise flats and the units makes the centre less welcoming than others • Aspect ratio plays an important role in how centres are perceived <p><u>Busy/ quiet?</u> Quite busy</p> <p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>
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Potential for Expansion/ Improvement:	As part of the regeneration of Merstham, Portland Drive will be demolished. A new centre will be provided on the 'triangle site' and former Iron Horse Public House site.
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Changes proposed:
Amend boundary to reflect regeneration proposals



Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of units:</u></p> <ul style="list-style-type: none"> • Neighbourhood scale • Good mix of uses • A1 use occupies a good proportion of the units • Number of vacant units will increase due to planned regeneration works • Number of community facilities within boundary <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Busy • Well used community resource <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking • Wide pavements
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	<ul style="list-style-type: none"> Residential road <p><u>Perceptions of safety:</u></p> <ul style="list-style-type: none"> No evidence of vandalism or anti-social behaviour observed The high rise buildings and appearance of units impact perception <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> Clean and tidy No evidence of vandalism Appearance will be improved through regeneration works Not dominated by vehicles Ample parking Wide pavements <p><u>Future growth potential:</u></p> <p>As part of the planned regeneration works the existing centre will be demolished and a new centre provided on the former Iron Horse Public House site and “triangle” site.</p> <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> Number of community resources within designation demonstrates a wider function than retail Sense that it is well used by local community and valued as a resource
Designate in DMP?	Yes

12. SHELVERS WAY, TADWORTH

Ward: Tadworth & Walton

A1	A2	A3	D1	SG	Vacancies	TOTAL
9	1v	2	1	1	1	14
575m ²	78m ²	164m ²	56m ²	85m ²	78m ²	958m²
Parking Bays	<ul style="list-style-type: none"> Designated space for approx. 21 cars Some on-street parking in adjacent streets 					
Other facilities	<ul style="list-style-type: none"> Post box Rubbish bins Telephone box 					
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	<ul style="list-style-type: none"> Typical neighbourhood composition Good mix of uses Petrol station draws in significant numbers 					
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Service					
						
Assessment of Local Environment:	<p><u>Visual appearance:</u> Pleasant, clean and tidy although one unit which has been vacant for a number of years is visually unappealing.</p> <p><u>Car-dominated:</u> No:</p> <ul style="list-style-type: none"> Number of cars visit the petrol station to the north of the parade Main parade is accessed via a slip road Number of traffic calming measures within close proximity (for example speed bumps) <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> Local environment is predominantly residential No community resources such as Church Hall within boundary People observed to be standing and talking to each other Sense that it is well used by local community and those passing through <p><u>Friendly/ welcoming?</u> Yes</p> <p><u>Busy/ quiet?</u> Whilst it felt quiet there were a number of people around.</p>					

	<p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>
<p>Potential for Expansion/Improvement:</p>	<p>Shelvers Way is intensively used. The road and residential accommodation limit expansion. Potential change of use in the future for either Tadworth Tyres or Farm Fencing to more complimentary retail uses.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Good mix • Typically neighbourhood scale although some specialist (e.g. Tadworth Tyres) • 1 vacant unit • Majority of units A1 <p><u>Pedestrian flows:</u> Well used</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Main parade accessed via a slip road • Ample parking • No pedestrian crossings but road is not intimidating <p><u>Perceptions of safety:</u></p> <ul style="list-style-type: none"> • No evidence of vandalism, anti-social behaviour etc. • Percieved to be safe and welcoming <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Clean and tidy • Some of the units are scruffy

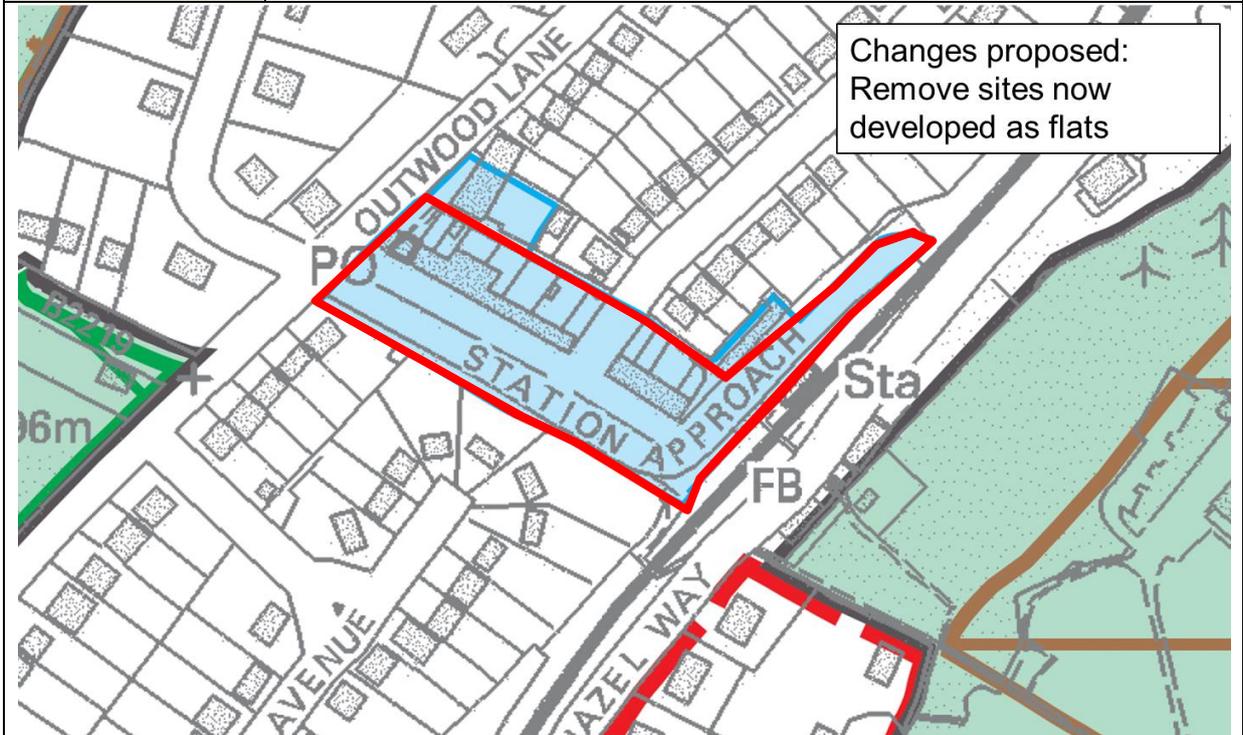
	<ul style="list-style-type: none"> • Potential to improve environmental aesthetics • Not dominated by vehicles • Ample parking • Good footpaths • Good perception of safety <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Potential in the future for changes of use for Tadworth Tyres/ Farm Fencing to more complementary uses <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, post box and telephone box demonstrates wider function than shopping • Specialist units draw trade • Petrol station draws trade
Designate in DMP?	Yes

13. STATION APPROACH, CHIPSTEAD

Ward: Chipstead, Hooley & Woodmansterne

A1	A2	A3	A5	B1 (A)	D1	Vacancies	TOTAL
9 (2v)	5	1	1v	2 (1v)	1	4	18
878m ² (189m ²)	376m ²	103m ²		190m ²	102m ²	189m ²	1,649m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. space for 30 cars in designated bays • On street parking – predominantly used by train users 						
Other facilities	<ul style="list-style-type: none"> • Rubbish bins • Post office • Community noticeboard • Station is to the south east of parade 						
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Good mix of uses • Majority of units typical neighbourhood scale • Number of offices • The vacant units in the former station building have been vacant for a long time 						
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Service						
							
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Overall visually pleasing: pretty, clean and tidy • Appearance of former station building could be improved <p><u>Car-dominated:</u> No</p> <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Wider environment predominantly residential • Community notice board • Appears well used by local community <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Quiet, but with a steady stream of people</p> <p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>						
Potential for	Residential accommodation, the railway and road prevent further						

Expansion/ Improvement:	<p>expansion.</p> <p>Potential to improve the former station buildings.</p> <p>Proposed boundary change: remove the former garage on Outwood Lane and printing works (Graphic House) by the station as both have been converted to residential.</p>
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Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of units:</u></p> <ul style="list-style-type: none"> • Good mix of units • Typically neighbourhood scale • Majority of units A1 retail • The vacant units are in the former station building – they have remained vacant for a number of years <p><u>Pedestrian flows:</u> Observed to be quiet but with a steady stream of people</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Good pedestrian footpaths • Quiet road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • Little evidence of vandalism, intimidating spaces, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good • Attractive, clean, tidy, pleasant, welcoming • No evidence of vandalism
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	<ul style="list-style-type: none"> • Not car dominated • Ample parking • Good perception of safety <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Proposed boundary changes to reflect changes of use • Potential to improve former station buildings <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • The rubbish bins, post office and community notice board suggest that it offers more than just retail • The deli has outside seating
Designate in DMP?	Yes

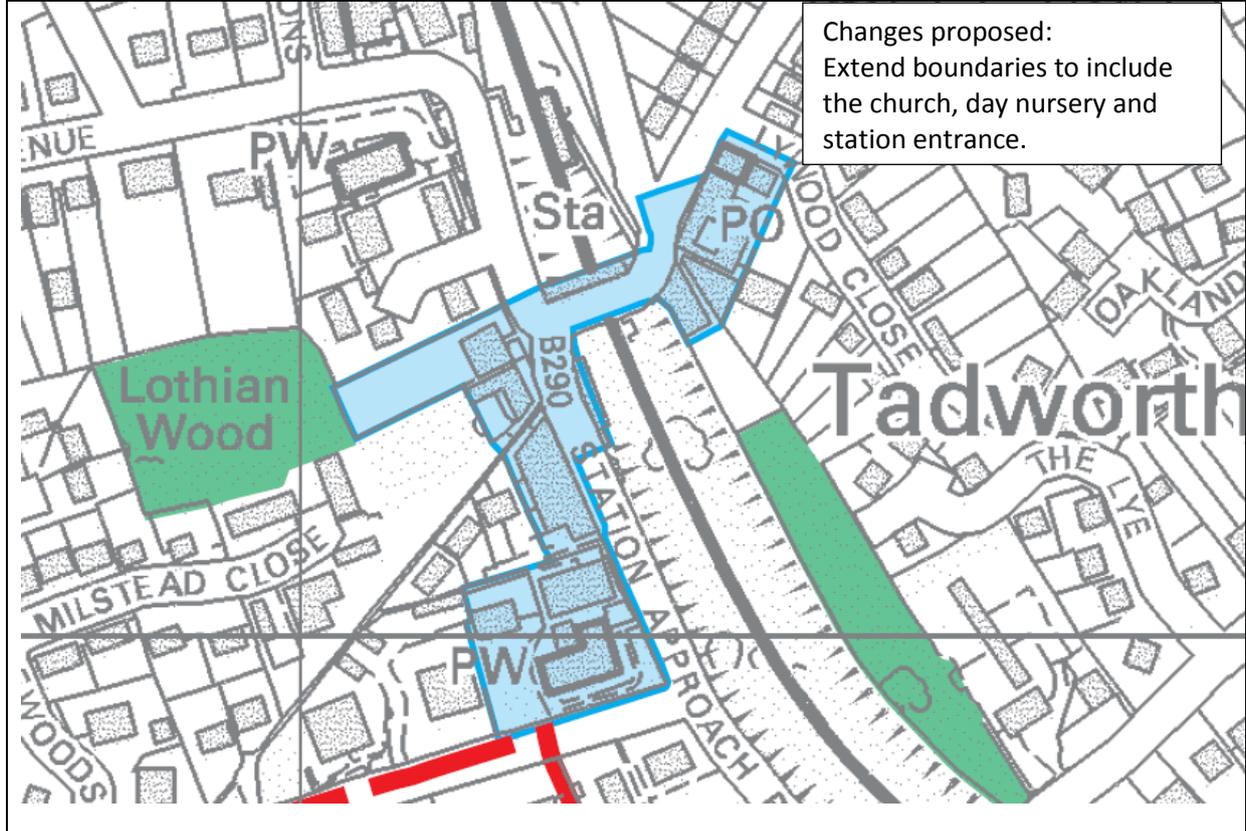
14. TADWORTH

Ward: Tadworth & Walton

A1	A2	A3	Vacancies	TOTAL
14	6 (2v)	2	2	22
1,188m ²	668m ² (3369m ²)	177m ²	339m ²	2,033m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 30 designated bays • Number of disabled bays • Off-street parking in surrounding residential streets 			
Other facilities	<ul style="list-style-type: none"> • Bins • Post box • Bus stop • Benches • Telephone box • Pedestrian crossing • Cash point outside of One Stop • Rail station • Church and Church hall 			
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	Good mix of uses including bank, travel agents, accountants, hairdressers, take-aways etc.			
Most visited/ dominant use:	One Stop – the cash point Dominant use type: A1 Dominant trade type: Convenience			
				
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Clean and tidy • Visually appealing • Appearance of former station buildings could be improved <p><u>Car-dominated:</u> No, road is quiet and there is a pedestrian crossing.</p> <p><u>Sense of a local environment / community:</u></p> <ul style="list-style-type: none"> • Predominantly residential • Notice board advertises lots of community events • Church hall within boundary 			

	<ul style="list-style-type: none"> • Sense that it is well used and valued by the local community <p><u>Friendly and welcoming:</u> Yes</p> <p><u>Busy/quiet:</u> Busy</p> <p><u>Unsafe?</u> No</p> <p>Noisy? No</p>
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Potential for Expansion/Improvement:	<p>Main road, railway and residential limit expansion.</p> <p>Potential to convert the former Barclays Bank to A1 use.</p> <p>The former station buildings could be improved – extant permission for change of use to A3/A5.</p> <p>Planning permission has been granted for retail on the former Mini Garage – it is proposed that the boundary extended to the south to include this unit, the Church and day nursery opposite and the station entrance.</p>
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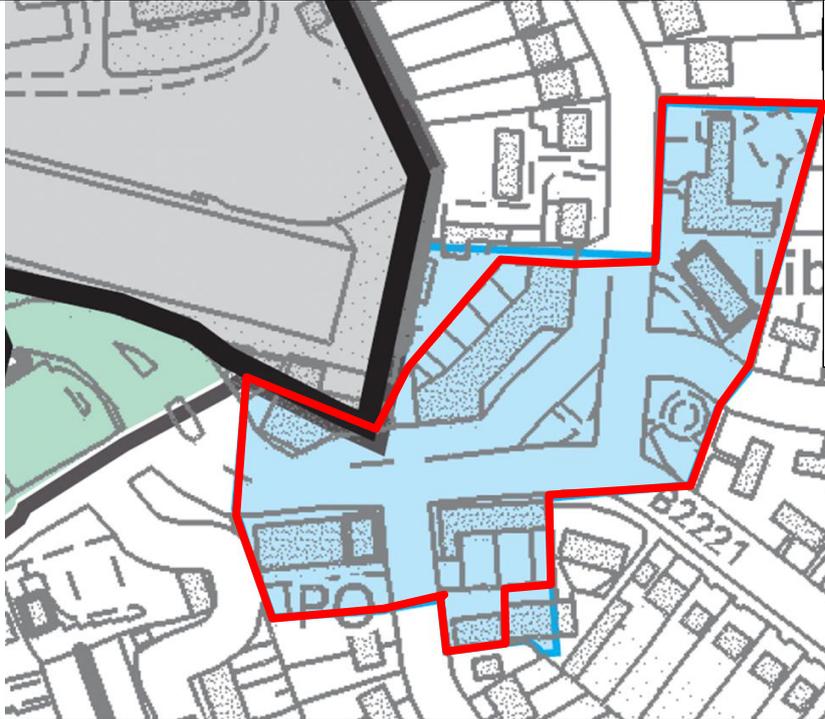
Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Good mix of uses • Typical neighbourhood scale • Majority of units A1 • 2 vacant units <p><u>Pedestrian flows:</u> Well used</p>
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	<p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Good pavements • Pedestrian crossing • Quiet road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • No evidence of vandalism, anti-social behaviour, violence etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good • Attractive, welcoming, pleasant • Clean and tidy • Some outdoor seating • Facilities such as bins, benches, post box, telephone box and cash point suggest that offers more than simply retail <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Expand boundary to include the former Mini Garage which permission for retail, the Church and nursery opposite and the station entrance • Potential to improve the former station buildings • The former Barclays Bank could be converted into A1 use
Designate in DMP?	Yes

15. TATTENHAM CORNER

Ward: Tattenhams

A1	A2	A3	D1	SG	Vacancies	TOTAL
16	2	5	1	1	0	25
1,598m ²	132m ²	458m ²	66m ²	210m ²	0	2,462m ²
Parking Bays		<ul style="list-style-type: none"> Designated space for approx. 35-40 cars On street parking Nearby library and health centre also have car parks 				
Other facilities		<ul style="list-style-type: none"> Bus stop Bicycle rack Grit bin Rubbish bins Library Health centre Railway station to the east 				
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)		<ul style="list-style-type: none"> Good variety of uses including services, comparison, convenience, and food & drink establishments Typical neighbourhood scale 				
Most visited/ dominant use:		Dominant use class: A1 Dominant trade type: Services				
		<div style="display: flex; justify-content: space-around;">   </div>				
Assessment of Local Environment:		<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Pleasant, visually attractive and well laid out The centre has a small green space in the middle <p><u>Car-dominated:</u> No:</p> <ul style="list-style-type: none"> Residential road Wide pavements <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> Wider environment is predominantly residential Number of community facilities such as library and health centre Sense well used and valued by community <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Busy</p>				

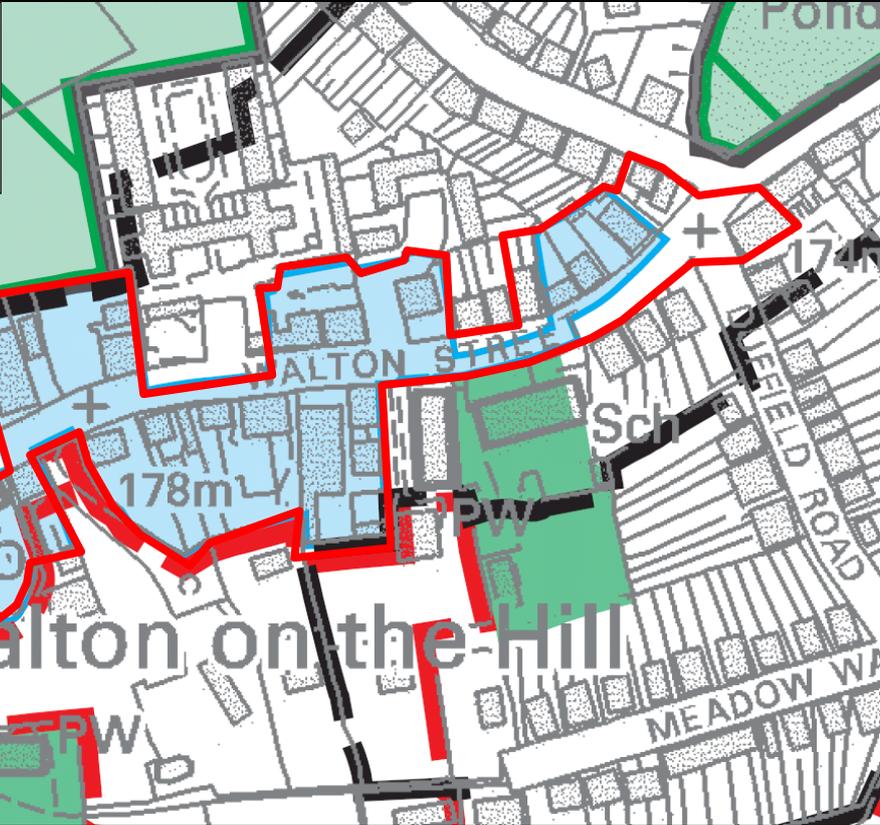
	<p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>
<p>Potential for Expansion/Improvement:</p>	<p>Residential accommodation limits possibility for expansion.</p> <p>Proposed boundary change to exclude Five Furlong House and Former Works site – residential conversions.</p> <p>In the future there may be potential to change the use of the Texaco garage and the B&G car sales garage to more complementary uses.</p>
	<p>Proposed change: 5 Furlong House (west) has been converted to residential and has therefore been removed from the boundary. The works site (south) has also been removed as it has planning permission for residential use.</p>
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of units:</u></p> <ul style="list-style-type: none"> • Good mix of units • Predominantly neighbourhood scale • Some specialist units/ more commercial units e.g. Downs Mower Services and B & G Car Sales • Good proportion of A1 units • No vacant units <p><u>Pedestrian flows:</u> Well used</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Good pavements • Green spaces • Attractive to pedestrians • Units well set back from road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good

	<ul style="list-style-type: none"> • No evidence of anti-social behaviour, violence, graffiti etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Clean and tidy • Attractive and welcoming • Not dominated by vehicles • Ample parking • Wide pavements • Some of the cafés have outdoor seating • Good perception of safety <p><u>Future growth potential</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Proposed boundary changes to reflect changes of use • Potential in the future for changes of use of Texaco garage and B&G car sales to more complementary uses <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Community facilities such as health centre attract people • Petrol station attracts people • Railway station to the north also attracts people • Bus stop, bicycle rack, library, rubbish bins etc. suggest that the centre offers more than retail • Some of the cafés have outdoor seating • Feels like a well used valued community asset
Designate in DMP?	Yes

16. WALTON ON THE HILL

Ward: Tadworth & Walton

A1	A2	A3	A4	A5	B1 (A)	B2	D1	Vacancies
17 (3v)	4	2	1	1	1	1	2	3
1,583m ² (154m ²)	221m ²	263m ²	159m ²	127m ²	70m ²	97m ²	79m ²	154m ²
Parking Bays	<ul style="list-style-type: none"> • Approx. 25 parking bays • On street parking for approx. 20 cars • Meade Court car park is just off the centre of the shopping parade 							
Other facilities	<ul style="list-style-type: none"> • Bus stop • Rubbish bins • Community noticeboard • Cashpoint outside of Budgens • Grey Dove Café and Fox & Hounds Inn have outside seating • Church and primary school in the centre • Mere pond and green space to the east 							
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Good mix of uses • Typical neighbourhood units 							
Most visited/ dominant use:	Most visited: Grey Dove Café Dominant use class: A1 Dominant trade type: Service							
								
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Very appealing, pleasant and attractive • Village feel • Mere pond adds to the appearance <p><u>Car-dominated:</u> No, quiet residential road. It does however get busy during school drop-off/ pick-up.</p> <p><u>Sense of a local environment/community:</u></p> <ul style="list-style-type: none"> • Well used notice board advertising lots of community events • Local pub advertises local music events • Number of people sitting outside of the cafés 							

	<ul style="list-style-type: none"> Residential area <p><u>Friendly / welcoming:</u> Yes</p> <p><u>Busy / quiet:</u> Busy</p> <p><u>Unsafe:</u> No</p> <p><u>Noisy:</u> No, very peaceful</p>
<p>Potential for Expansion/ Improvement:</p>	<p>Residential accommodation to the north, south and west limit expansion.</p> <p>Grive House in the middle of the centre is used by wood specialists – it could be converted to A1 use.</p> <p>A number of boundary changes are proposed to include retail units which are currently not in the designation.</p>
<p>Changes proposed: Extend the boundary to the northeast to include retail units.</p>	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> Good mix of units Majority neighbourhood scale 3 vacant units – represents a small proportion of the floorspace Majority of units A1 use <p><u>Pedestrian flows:</u> Well used</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> Quiet residential road, although busy during school pick-up/ drop-off Good pavements Ample parking

	<p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • High • No evidence of anti-social behaviour, intimidating spaces etc. • Feels very welcoming and idyllic <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Pleasant, clean and tidy • Attractive and welcoming • Village centre feel • Feels as if it is well used and valued by local community • No evidence of rubbish or vandalism • Not dominated by vehicles • Ample parking • Good perception of safety <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Proposed boundary extension to include a number of adjoining retail units • Potential in the future for change of use of Grive House to a more complementary use <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Church and primary school in the centre • Number of community facilities • Well used • Number of people sitting outside cafés
Designate in Core Strategy?	Yes

17. WATERHOUSE LANE, KINGSWOOD

Ward: Kingswood with Burgh Heath

A1	A2	A3	A4	D1	Vacancies	TOTAL
7	2	3	1	2	0	15
556m ²	199m ²	448m ²	224m ²	381m ²	0	1,808m ²

Parking Bays	<ul style="list-style-type: none"> Approx. 45 parking spaces The pub, village hall and train station also have car parks
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Other facilities	<ul style="list-style-type: none"> Post box Rubbish bins Notice board Telephone box Railway station Village hall
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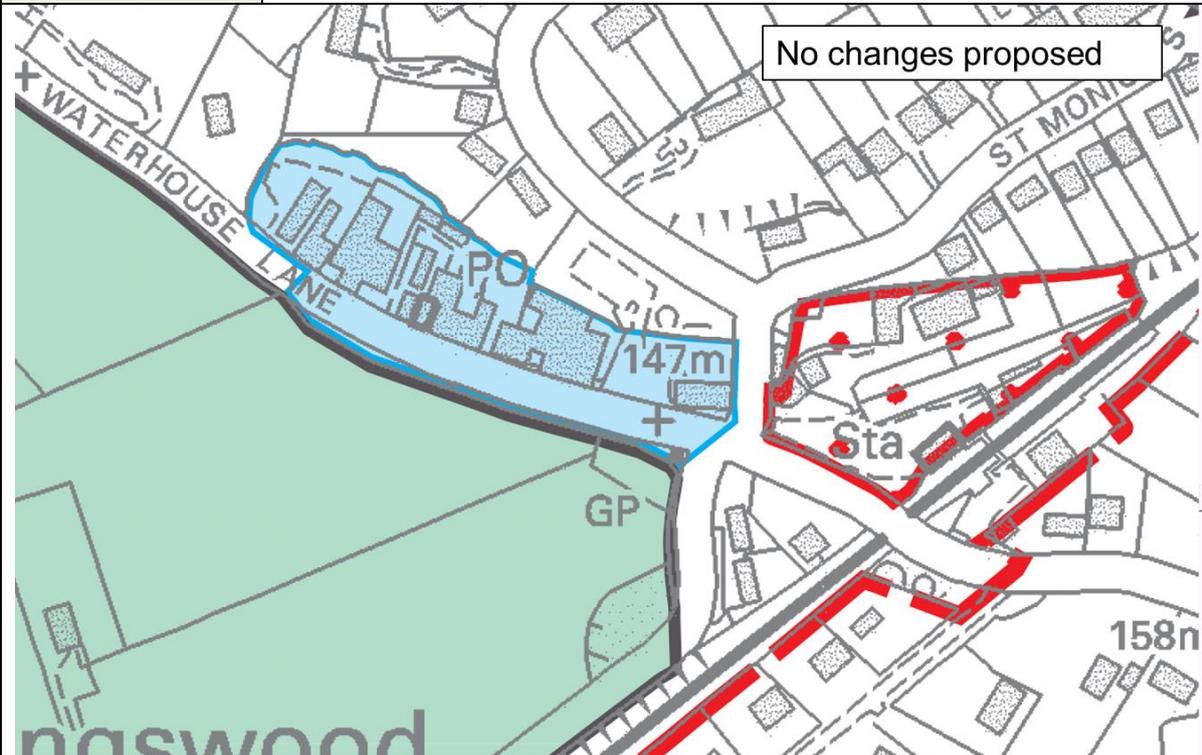
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	Good mix of complementary neighbourhood scale uses including convenience, comparison and food & drink uses.
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Most visited/ dominant use:	Most visited: Waterhouse Café Dominant use class: A1 Dominant trade type: Service
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Assessment of Local Environment:	<p><u>Visual appearance:</u> Clean, tidy, welcoming and appealing.</p> <p><u>Car-dominated:</u> No, access road is a quiet country road.</p> <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> Primarily residential Well used Community noticeboard Café full Pleasant environment <p><u>Friendly/welcoming:</u> Yes</p> <p><u>Busy/quiet:</u> Busy</p> <p><u>Unsafe?</u> No</p>
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	Noisy? No
Potential for Expansion/Improvement:	Limited potential for expansion – road, residential and green belt allocation limit opportunities. No identified areas of improvement.



Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Good mix of units • Majority neighbourhood scale • No vacant units • Majority A1 use <p><u>Pedestrian flows:</u> Busy, well used</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Quiet road • Ample parking • Good pavement <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • High • No evidence of vandalism, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Attractive, welcoming, clean, tidy, appealing • No evidence of rubbish, vandalism etc. • Ample parking • Good pavements
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	<ul style="list-style-type: none"> • Good perception of safety <p><u>Future growth potential:</u> Limited due to surrounding land uses</p> <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Community resources such as village hall within designation • Feels well used and valued • Bins, post box etc. demonstrates that it offers more than retail • Café was full • Busy
Designate in DMP?	Yes

18. WOODHATCH

Ward: Meadvale & St. Johns and South Park & Woodhatch

A1	A2	A3	A4	A5	B1 (A)	SG	D1	Vacancies	TOTAL
27	2	2	1	2	1	1	2	0	38
2,175	180	135	149	126	86	53	240	0	3,143

Parking Bays	<ul style="list-style-type: none"> • Approx. 50 spaces
Other facilities	<ul style="list-style-type: none"> • Bus stops • Post box • Recycling bins • Woodhatch Park is opposite • The Woodhatch Community Centre, Reigate Baptist Church and Reigate School are within close proximity
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Largest parade in the borough • Split into three parts around the junction fo A217 and A2044 • Good mix of units offering good selection of comparison, convenience and service trade types • Complementary retail • Typical neighbourhood scale units
Most visited/ dominant use:	<p>Most visited unit: Petrol station & Co-Operatives Dominant use class: A1 Dominant trade type: Service</p>



Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Visually appealing, clean & tidy, attractive • Green space by Trehaven Parade • Woodhatch Park opposite <p><u>Car-dominated:</u> No:</p> <ul style="list-style-type: none"> • Well set back from the main road and accessed via its own side road • There are a number of traffic calming measures including speed bumps • Ample parking and a pedestrian crossing • Pedestrian friendly <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Primarily residential
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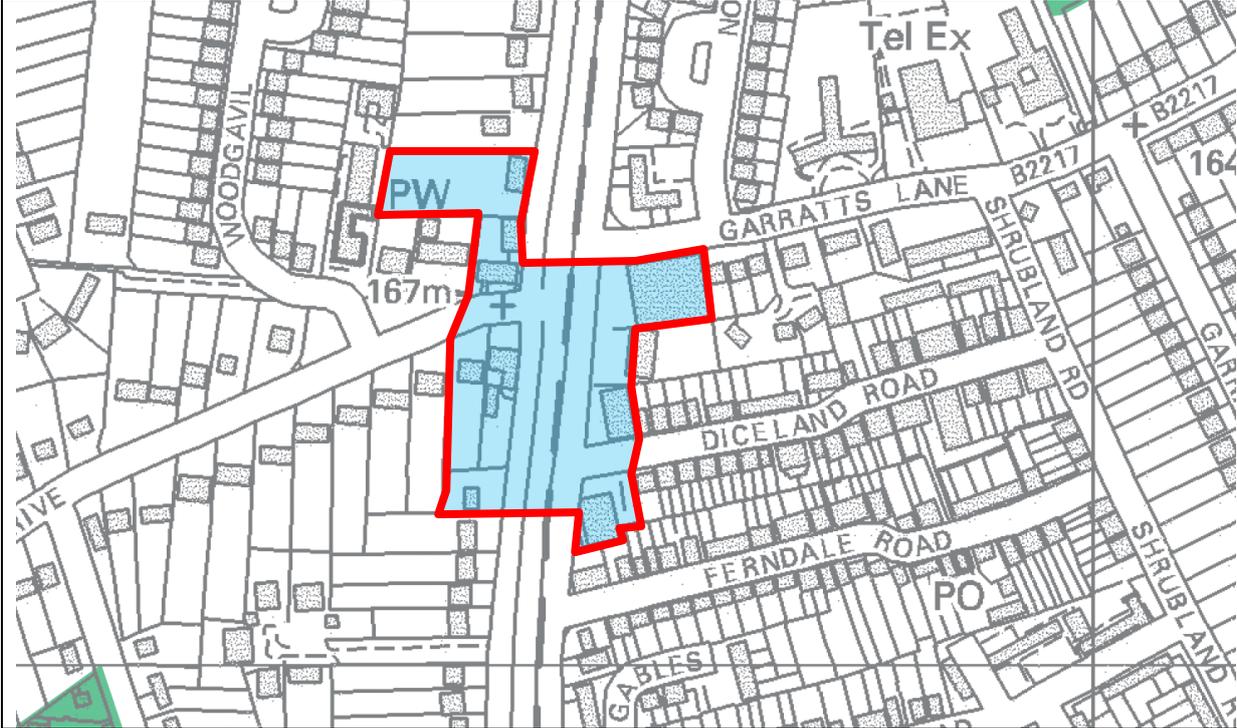
	<ul style="list-style-type: none"> • Lots of community facilities within and adjacent to the designation, e.g. park and community centre • Sense it is used by local community and those passing through <p><u>Friendly/ welcoming:</u> Welcoming</p> <p><u>Busy/ quiet:</u> Busy</p> <p><u>Unsafe?</u> No:</p> <ul style="list-style-type: none"> • Pedestrian crossing • Set back of main road • Accessed via slip roads • Traffic calming measures • Road not intimidating <p><u>Noisy?</u> No</p>
<p>Potential for Expansion/ Improvement:</p>	<p>Residential and A2044 and A217 limit possible expansion. There is a relatively intensive use of land on the site. No proposed improvements.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Good • Majority neighbourhood scale • Some specialist units such as jewellers • No vacant units • Majority of units A1 <p><u>Pedestrian flows:</u> Well used, busy</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Located off busy roads and at busy road junction but not intimidating

	<ul style="list-style-type: none"> • Well set back and accessed via slip roads • Good pavements • Ample parking • Pedestrian crossings • Traffic calming measures • Barriers to prevent children running into road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • Good quality pavements, traffic calming measures, barriers and units set back from main road • No evidence of vandalism etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good • Good perception of safety • Attractive • Clean, tidy and welcoming • Bins etc. • Park opposite and green space adjacent to Trehaven Parade contribute <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Relatively intensive land use • No proposed improvements <p><u>Mini destination: Yes:</u></p> <ul style="list-style-type: none"> • Bins, post box etc. add to the retail offer • Nearby park and community facilities • Feels well used • Specialist units and the petrol station attract people
Designate in DMP?	Yes

19. BRIGHTON ROAD, BANSTEAD

Ward: Nork and Tattenhams and Banstead Village

D1	SG	Vacancies	TOTAL
1	6	0	7
190m ²	1,399m ²	0	1,589m ²
Parking Bays	<ul style="list-style-type: none"> Approx. 18 spaces A number of the units have their own car parks Some on street parking in the surrounding residential streets 		
Other facilities	<ul style="list-style-type: none"> Bin White Hall Lodge Hall, a Church and Church hall in close proximity 		
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	<ul style="list-style-type: none"> 6 of the 7 units are in SG use Shop ancillary to BP garage offers some limited convenience retail More commercial units than neighbourhood units 		
Most visited/ dominant use:	Dominant use class: SG Dominant trade type: Non-A class		
<div style="display: flex; justify-content: space-around;">   </div>			
Assessment of Local Environment:	<p><u>Visual appearance:</u> Considering the uses of the centre the appearance is fine; each unit is clean and tidy.</p> <p><u>Car-dominated:</u> Yes:</p> <ul style="list-style-type: none"> Located on the busy Brighton road Accessed directly from Brighton Road Narrow pavements Pedestrian crossing <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> Residential Community facilities such as Church are in boundary Does not function as a community resource – the units do not support local centre designation <p><u>Friendly/ welcoming:</u></p> <ul style="list-style-type: none"> Absence of convenience retail and local shopping centre destination creates a non-friendly environment Located on a busy road which can be intimidating. 		

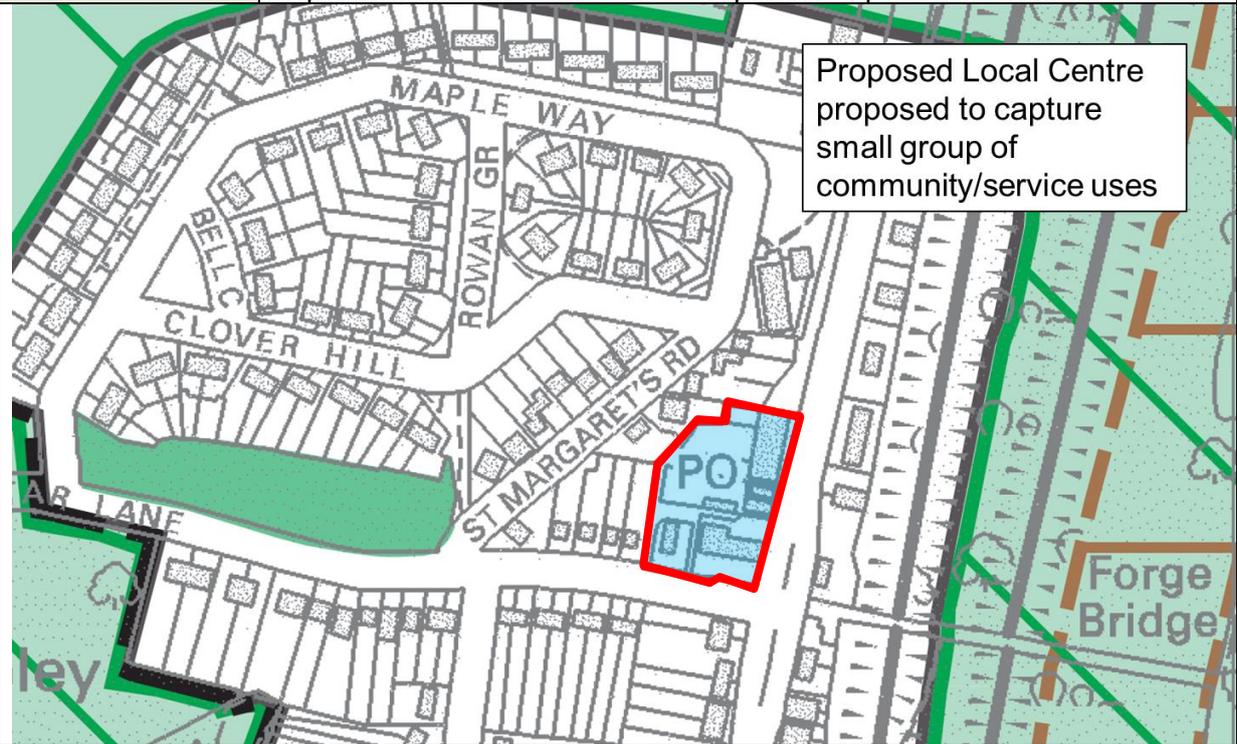
	<p><u>Busy/ quiet:</u> Quiet</p> <p><u>Unsafe?</u> Due to the type of the units no – they are the type of units you drive to.</p> <p><u>Noisy?</u> Yes.</p>
<p>Potential for Expansion/ Improvement:</p>	<p>There is limited potential for expansion due to residential and the A217. Wessex Doors is currently demolishing a showroom and constructing a new showroom.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6 – 7</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Atypical neighbourhood uses • Majority SG • No A1 units • No vacancies <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Specialist individual units attract their own trade • Limited pedestrian “flow” <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • A217 is busy and the units are located directly on it • Each unit has own parking provision • The units attract customers with cars rather than local people • Footpaths are narrow <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • A217 is busy and could be intimidating • Pedestrian crossing • No barriers to prevent children from running into road

	<ul style="list-style-type: none"> • Ample parking <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Each unit is clean and tidy • No evidence of vandalism etc. • Does not function as a cohesive parade <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding uses <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • There are community facilities within the boundary • The centre is not cohesive and rather the units function as independents
Designate in DMP?	NO

20. BRIGHTON ROAD, HOOLEY				Date:
Ward: Chipstead, Hooley & Woodmansterne				Time: 12:15
A1	SG	Other	Vacancies	TOTAL
4	1	2 - Non A class and Unknown unit	1	8
198m ²		50m ² , 34m ²	47m ²	329m ²
Parking Bays	<ul style="list-style-type: none"> • Designated parking for approx. 10 cars • On street parking to the north of the parade 			
Other facilities	<ul style="list-style-type: none"> • Recycling facilities • Post box • Telephone box • Rubbish bins • Bus stop opposite • Community centre and surgery within close proximity 			
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Limited number of units – only 2 open • The café appears to have closed and be to let 			
Most visited/ dominant use:	Dominant use class: A1 Dominant trade types: Comparison and non-A class			
				
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> • Appearance of some units and overall aesthetics could be improved • Clean and tidy <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> • Busy main road but traffic lights opposite slow traffic • The road does not feel intimidating • The units are well set back • Wide pavement <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • The local environment is primarily residential • There are no community facilities, such as village hall, within the parade 			

	<ul style="list-style-type: none"> The existing offering suggests that the local community is not reliant upon the parade and instead used by people passing through/ visiting the specialist units <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet?</u> Very quiet</p> <p>Noisy? No, the road is not overbearing.</p>
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Potential for Expansion/ Improvement:	<p>Residential accommodation and the main road prevent further expansion.</p> <p>Improvements could be made to improve the public realm.</p>
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Concluding assessment comments:	<p><u>Number of units:</u> More than 6 - 8</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> Majority of units A1 1 vacant unit Only 2 of the units were open Limited convenience retail Majority of units are specialised Café has closed and is to let <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> Parade is quiet Specialist units attract some trade Petrol station was observed to be busy <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> Ample parking Road is busy and parking is accessed directly off main road – may feel intimidating The units are well set back
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	<ul style="list-style-type: none"> • There is a wide pavement <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Road could be intimidating • No barriers preventing children from running into road • No evidence of vandalism etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Some of the units are scruffy which creates a negative perception • No evidence of vandalism etc. • Ample parking • Perception of safety: ? depends on perception of main road <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding land uses • Potential to improve environmental aesthetics and retail offer <p><u>Mini destination?</u></p> <ul style="list-style-type: none"> • No community facilities such as Church halls within boundary • There are facilities such as post box, recycling etc. suggesting more of a destination role • The petrol station and specialised units do attract people.
Designate in DMP?	No

21. HOLMESDALE ROAD, REIGATE

Ward: Reigate Central

A1	A2	A3	A4	B1A	SG	Vacancies	TOTAL
6 (1v)	1	4	1	1 (v)	2	2	15
280m ²	75m ²	315m ²	150m ²	1,950m ²	70m ²	2,045m ²	2,840m ²

Parking Bays	<ul style="list-style-type: none"> Approx. 30 spaces
Other facilities	<ul style="list-style-type: none"> Post box Rubbish bin

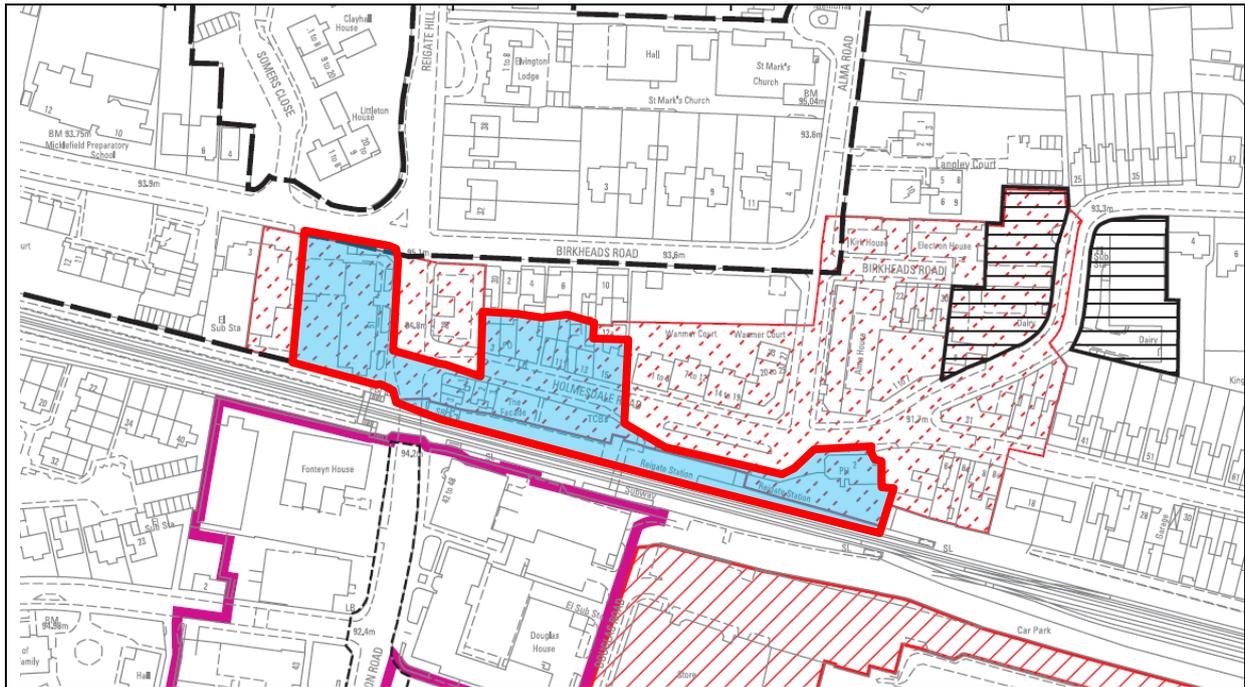
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	Only one convenience unit but a number of service based units. Planning permission was approved for a retail unit on the ground floor of Trinity House; this will improve the convenience offer.
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Most visited/ dominant use:	Most visited: Londis and Beryl & Pegs Café Dominant use class: A1
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Assessment of Local Environment:	<p><u>Visual appearance:</u> Clean & tidy and generally pleasant.</p> <p><u>Car-dominated:</u> No although it gets busier during peak times.</p> <p><u>Sense of local environment/community:</u></p> <ul style="list-style-type: none"> Mixed uses – Holmesdale Road is primarily residential; office blocks on London Road Pleasant Limited sense of community <p><u>Friendly/welcoming:</u> Yes</p> <p><u>Busy/quiet:</u> Busy</p> <p><u>Unsafe:</u> No</p> <p><u>Noisy:</u> No</p>
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Potential for Expansion/ Improvement:	Potential to include units further along Holmesdale Road in the future – not proposed now due to some being vacant, their uses and sporadic dispersal within residential.
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Concluding assessment comments:

Number of units: More than 6 – 8

Diversity of uses:

- Limited convenience retail , however planning permission for large convenience store on ground floor of Trinity House
- Majority A1
- 1 vacant unit

Pedestrian flows: Well used

Accessibility:

- Ample parking
- Pedestrian crossing
- Railway line slows vehicles down
- Good pavements

Perception of safety:

- Good
- No evidence of vandalism, intimidating spaces etc.

Environmental quality:

- Good
- Clean, pleasant, tidy, attractive
- No evidence of rubbish, vandalism etc.
- London Road is a busy road but it has a Zebra crossing and the railway line slows traffic
- Main parade is on a predominantly residential road although the train station will generate traffic
- Overall not vehicle dominated
- Good perception of safety

Future growth potential:

Potential in the future to expand boundary to include retail units further

	<p>along Holmesdale Road.</p> <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • There are no community facilities, such as park or Church hall, within the boundary but there is a post box and rubbish bins etc. which demonstrate a wider function. Community facilities could be improved. • Feels like a centre, it is independent from the town centre and is well used.
Designate in DMP?	Yes

22. HORLEY ROAD, SOUTH EARLSWOOD

Ward: Earlswood & Whitebushes

A1	A3	A5	Ba (A)	C3	Vacancies	TOTAL
6	1 (A3/5)	2	1	1	0	11
828m ²	351m ²	102m ²	54m ²		0	1,335m ²

Parking Bays	<ul style="list-style-type: none"> Designated parking for approx. 5 vehicles On street parking in surrounding residential roads McDonalds has its own large car park
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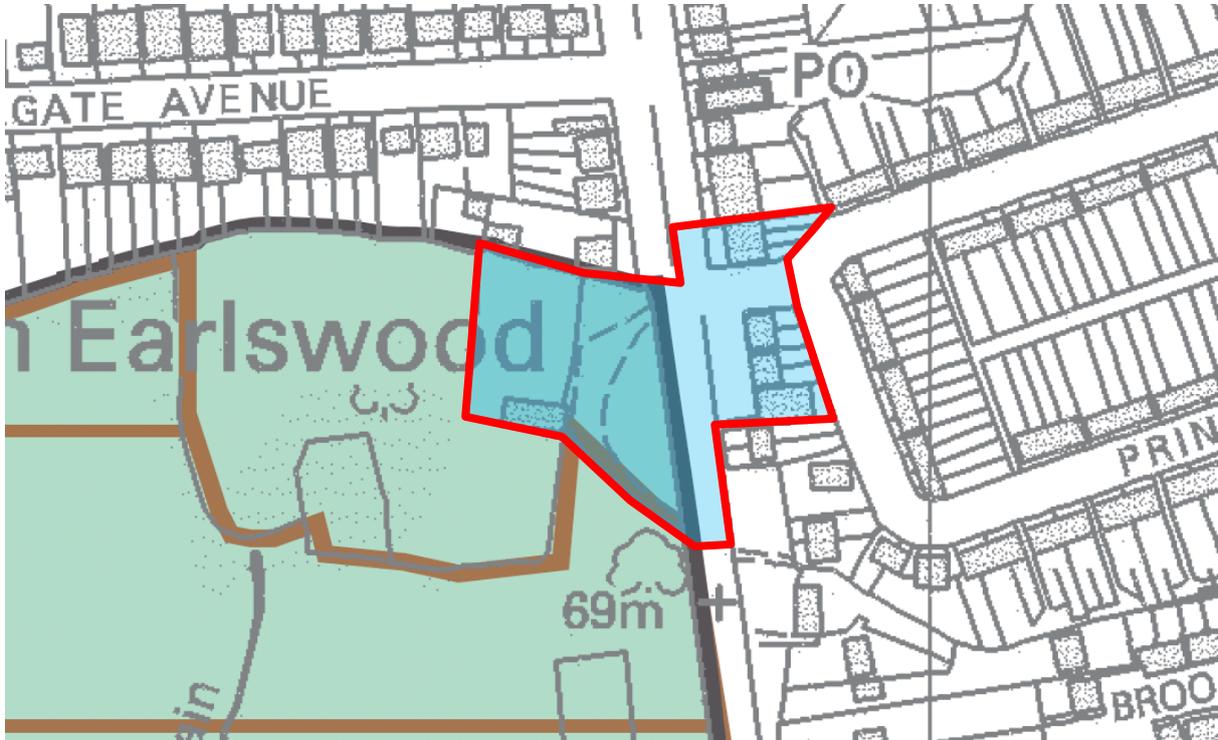
Other facilities	<ul style="list-style-type: none"> Post box Rubbish bins Bus stop opposite Petridge Common is adjacent to the shopping parade Salfords Cricket Ground is in close proximity
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Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	Good mix of units, the majority of which provide local convenience.
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Most visited/ dominant use:	Dominant trade types: Food & drink and convenience Dominant use class: A1
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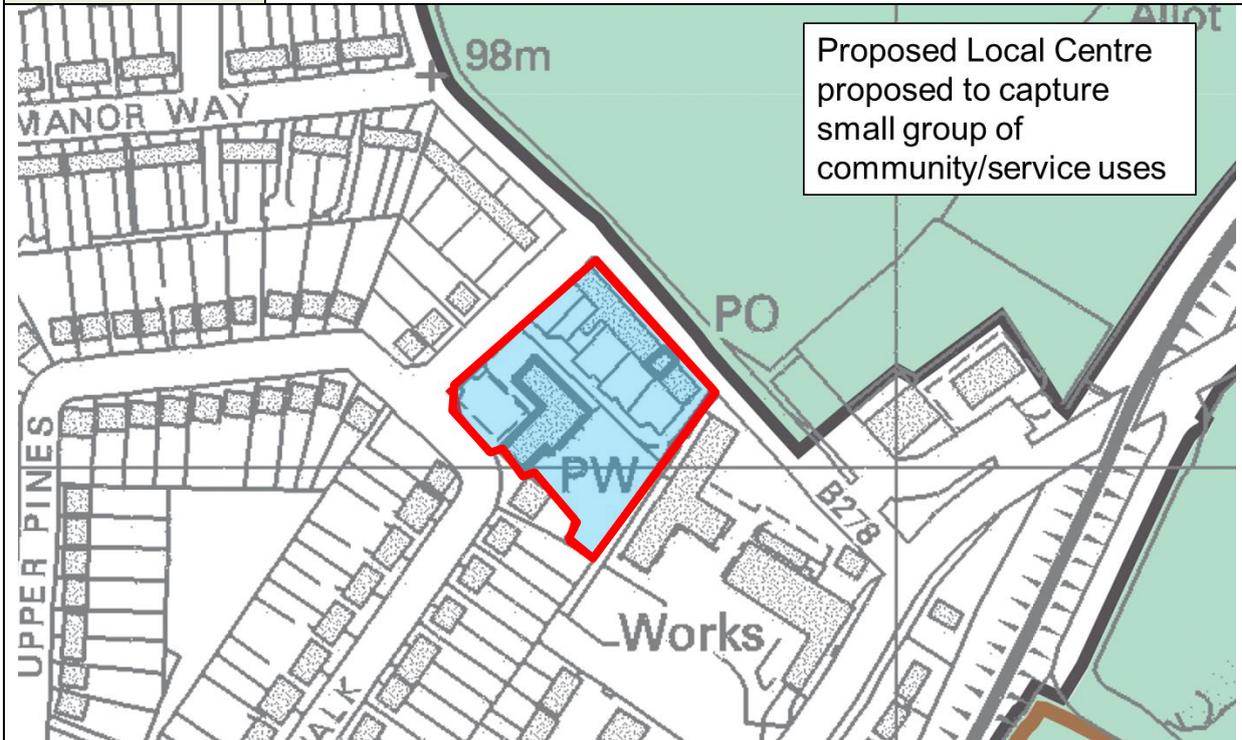
Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Clean and tidy Well set back from main road Large green verges <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> Accessed via a slip road Units are set back There is a pedestrian crossing <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> Primarily residential Number of community facilities nearby, e.g. Petridge Common opposite Appears to be well used by local residents as well as others
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	<p>passing through</p> <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Quiet</p> <p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>
<p>Potential for Expansion/ Improvement:</p>	<p>Limited potential for expansion due to the proximity of residential accommodation and Petridge Common.</p> <p>Improvements to the appearance of the existing units could be made.</p> <p>In the future the specialist units could be converted to convenience retail.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Good mix • Some more specialised • A1 occupies just over half of the units • No vacant units <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed to be quiet • Specialised units attract their own clientel • McDonalds attracts a numebr of people • Little sense of cohesion, both sides of the road funciton independently

	<p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Accessed via slip roads • Well set back with good pavements and wide verges • Pedestrian crossing <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • Road not intimidating, units set well back and pedestrian crossing • No signs of vandalism etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Overall good, it is welcoming but improvements could be made to enhance environmental aesthetics (some of the units are scruffy) • No evidence of rubbish, vandalism etc. <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding uses • Potential in the future for changes of use of the more specialised units into more neighbourhood units <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, bus stop, post box demonstrate more than just retail uses • The common attracts people but acts as more of a destination in its own right • McDonalds draws its own trade • Centre not felt to act as a cohesive community centre – each side of the road attracts its own customers and specialised units and community facilities attract their own customers
Designate in DMP?	NO

23. RECTORY LANE, CHIPSTEAD				Date:
Ward: Chipstead, Hooley & Woodmansterne				Time: 12:00
A1	A5	B1 (A)	Vacancies	TOTAL
3	1	5	0	9
211m ²	60m ²	357m ²	0	628m ²
Parking Bays	<ul style="list-style-type: none"> • Designated space for approx. 10 vehicles 			
Other facilities	<ul style="list-style-type: none"> • Post box • Notice board • Rubbish bins • Chipstead Valley Primary School and Woodmansterne Baptist Church are in close proximity • To the south east of the parade is the Midway Sun Public House 			
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Little convenience offer – convenience store, hairdressers and take-away • Large financial services unit • Large security services unit 			
Most visited/ dominant use:	Dominant use class: B1(A) Dominant trade type: Non-A class			
				
Assessment of Local Environment:	<p><u>Visual appearance:</u> The individual premises and urban realm are generally of below-average appearance and could therefore benefit from some enhancements.</p> <p><u>Car-dominated:</u> No</p> <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Primarily residential • Community notice board • Mature trees provide a contrast to the urban environment <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet?</u> Quiet</p> <p><u>Unsafe?</u> No</p> <p><u>Noisy?</u> No</p>			

Potential for Expansion/Improvement:	Limited expansion potential due to surrounding residential and sewage works. Opportunity to improve the existing retail/ service offer and the quality of the visual environment.
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Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Limited convenience offer although the convenience store acts as an anchor and attracts a number of people. It was observed to be the most visited unit. • No vacant units • Majority of units B1(a) use <p><u>Pedestrian flows:</u> Observed to be quiet.</p> <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Quiet residential road <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • Good • No evidence of vandalism, anti-social behaviour etc. <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Attractive • Cohesive centre • Wide pavement • Improvements could be made to enhance the appearance (e.g. flower pots, benches etc.) • No rubbish, vandalism etc. observed • Not dominated by vehicles • Ample parking
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	<ul style="list-style-type: none"> • Good perception of safety <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding uses • Opportunity to improve the existing retail/ service/ neighbourhood offering <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Cohesive parade • Convenience unit draws significant trade • Post box, notice board etc. demonstrate a wider function than shopping • Potential to create more of a destination through improving the environmental aesthetics and retail offer
Designate in DMP?	YES

24. STATION ROAD, HORLEY

Ward: Horley Central and Horley East

A1	A2	A3	A4	A5	B1 (A)	SG	Vacancies	TOTAL
16 (2v)	2	4 (1v)	1	2	8	2	3	35
1,309m ²	150m ²	430m ²		125m ²	700m ²	660m ²	290m ²	3,374m ²
Parking Bays		<ul style="list-style-type: none"> Approx. 10 designated parking spaces Off street parking along Balcombe Road 						
Other facilities		<ul style="list-style-type: none"> Post box Rubbish bins 						
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)		<p>Only one convenience unit. Other uses are complementary – services and comparison.</p>						
Most visited/ dominant use:		<p>Dominant use class: A1 Dominant use: the builders merchants and the motorbike & repairs shop</p>						
								
Assessment of Local Environment:		<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Several buildings in poor state of repair Railway bridge unattractive Generally clean and tidy <p><u>Car-dominated:</u></p> <ul style="list-style-type: none"> Station Road and Balcombe Road are busy The junction of Station Road/ Balcombe Road/ Station Road is busy Pedestrian crossings Pavement ok <p><u>Sense of local environment/community:</u></p> <ul style="list-style-type: none"> Many specialist units/ more commercial Sense of being more supplementary to the town centre Area fragmented by the busy road junction 						

- Area does not give sense of community reliance
- Wider environment: residential and town centre
- Many walking through into/ from town centre

Friendly/welcoming: No – due to the general poor appearance of the area and the busy road junction.

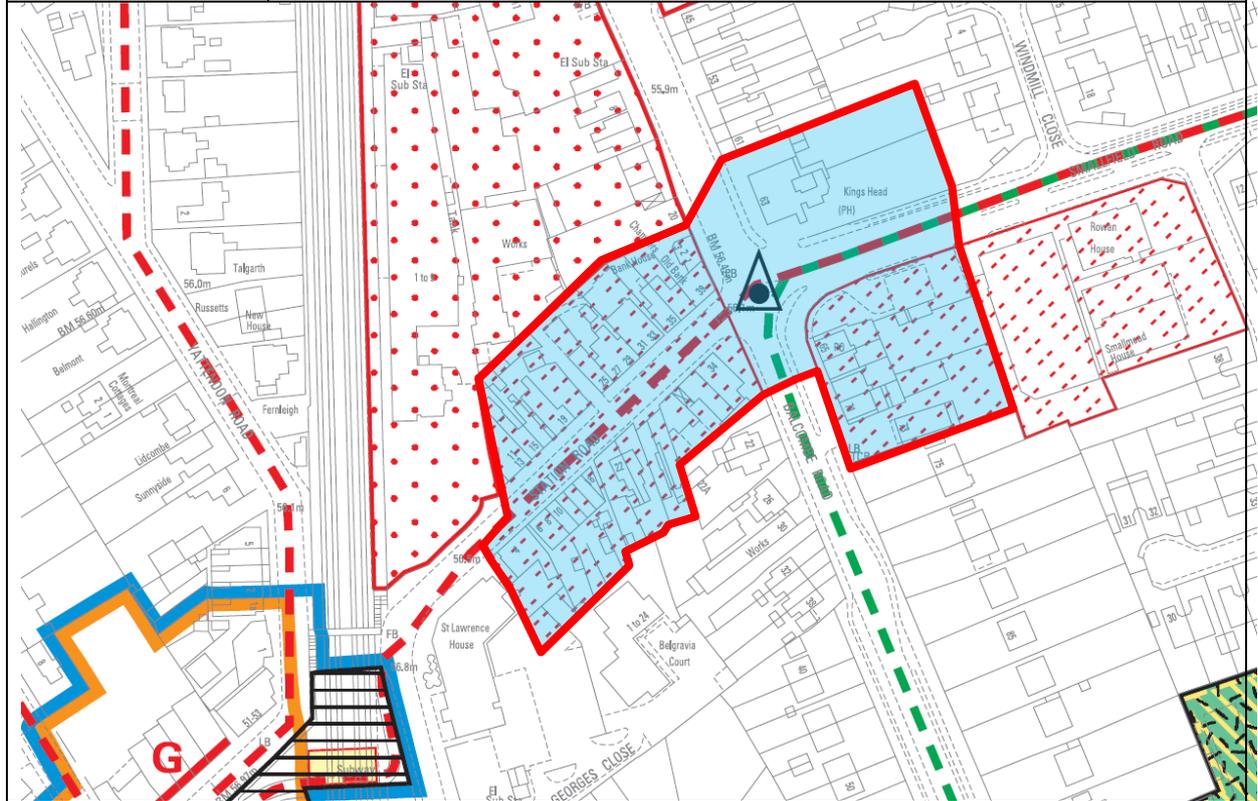
Busy/quiet: Busy

Unsafe: No

Noisy: Yes although quieter towards the western end of Station Road.

Potential for Expansion/Improvement: Expansion to the west is not possible due to the railway line and limited along Balcombe Road due to the presence of residential accommodation.

There may be potential for some changes of use to more neighbourhood scale units.



Concluding assessment comments: Number of units: More than 6

Diversity:

- Good mix of units
- Some more specialist
- Supplement town centre offering
- Good proportion of A1 retail complemented by A3 and A5
- Vacancies limited

	<p><u>Pedstrian flows:</u></p> <ul style="list-style-type: none"> • Busy • Lots walk through to/ from town centre <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Good parking provision • Ok pavements • Pedestrian crossings • No barriers to prevent children from running into road although due to the busy road junction traffic is slow – the road does not feel intimidating <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • No evidence of anti-social behaviour etc. • Railway bridge is uninviting <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Railway bridge is unscruffy • Some of the buldings are in a poor state of repair • No rubbish, vandalism etc. • Ample parking • Road is busy but it does not feel to be intimidating • Does not feel to be vehicle dominated <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Surrounding environment limits expansion • Potential to improve quality of retail offer <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Specialist units attract trade • Bins and post box demonstrates wider function than shopping • Sense that it has created a destination for uses supplementary to the town centre • Limited community facilities, for example Church hall, within the boundary
Designate in DMP?	Yes

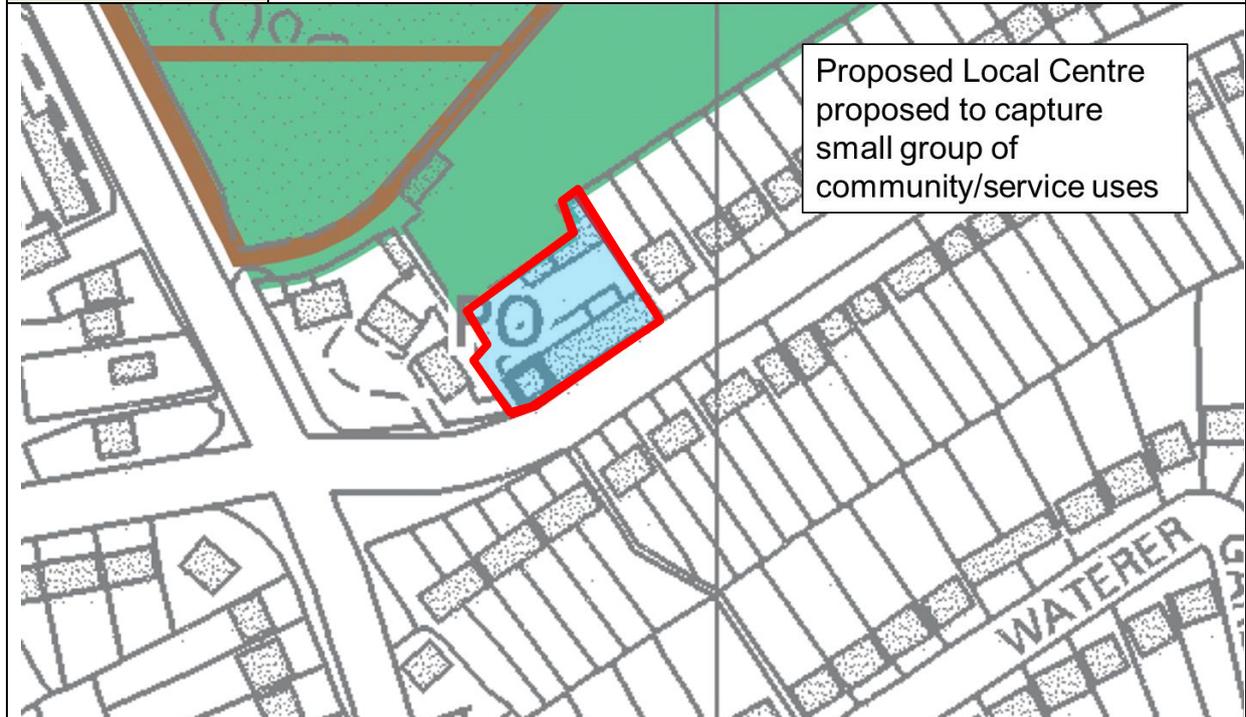
25. TATTENHAM WAY

Ward: Tattenhams

A1	A2	A3	Vacancies	TOTAL
7	1	1	0	9
309m ²	78m ²	37m ²	0	424m ²
Parking Bays	<ul style="list-style-type: none"> • Designated space for approx. 6 vehicles • On street parking for approx. 8 vehicles 			
Other facilities	<ul style="list-style-type: none"> • Bus stop • Post box • Rubbish bins • Notice board • Newsagents acts as a sub-post office • Café has outside seating • Nork Park and Tattenham Way Recreation Ground are in close proximity 			
Comments/ Observations of Uses: (e.g. scale of uses in comparison to one another)	<ul style="list-style-type: none"> • Good mix of units complementing convenience retail • Specialist units such as Polarcold Air Conditioning Refrigeration. 			
Most visited/ dominant use:	Dominant use class: A1 Dominant trade type: Service			
				
Assessment of Local Environment:	<u>Visual appearance:</u> <ul style="list-style-type: none"> • Attractive although environmental enhancements to the wide pavement could be made (for example, flowers and benches) • Clean and tidy • Buildings are in a reasonable condition • Cohesive shopping parade <u>Car-dominated:</u> <ul style="list-style-type: none"> • Very wide pavement 			

	<ul style="list-style-type: none"> • Units set well back • Busy junction to the north but traffic lights slow traffic • Road more residential and not intimidating <p><u>Sense of a local environment / community:</u> Yes</p> <ul style="list-style-type: none"> • Community notice board • People observed talking to each other • People sat outside café <p><u>Friendly/ welcoming:</u> Yes, although could benefit from aesthetic improvements</p> <p><u>Busy/ quiet:</u></p> <ul style="list-style-type: none"> • Quiet but steady stream of people • Sense of being well used
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Potential for Expansion/ Improvement:	<p>Limited potential for expansion due to residential accommodation and Nork Park being in close proximity.</p> <p>In the future the specialised units could be converted into more convenience/ neighbourhood scale units.</p> <p>Potential to improve the environmental aesthetics.</p>
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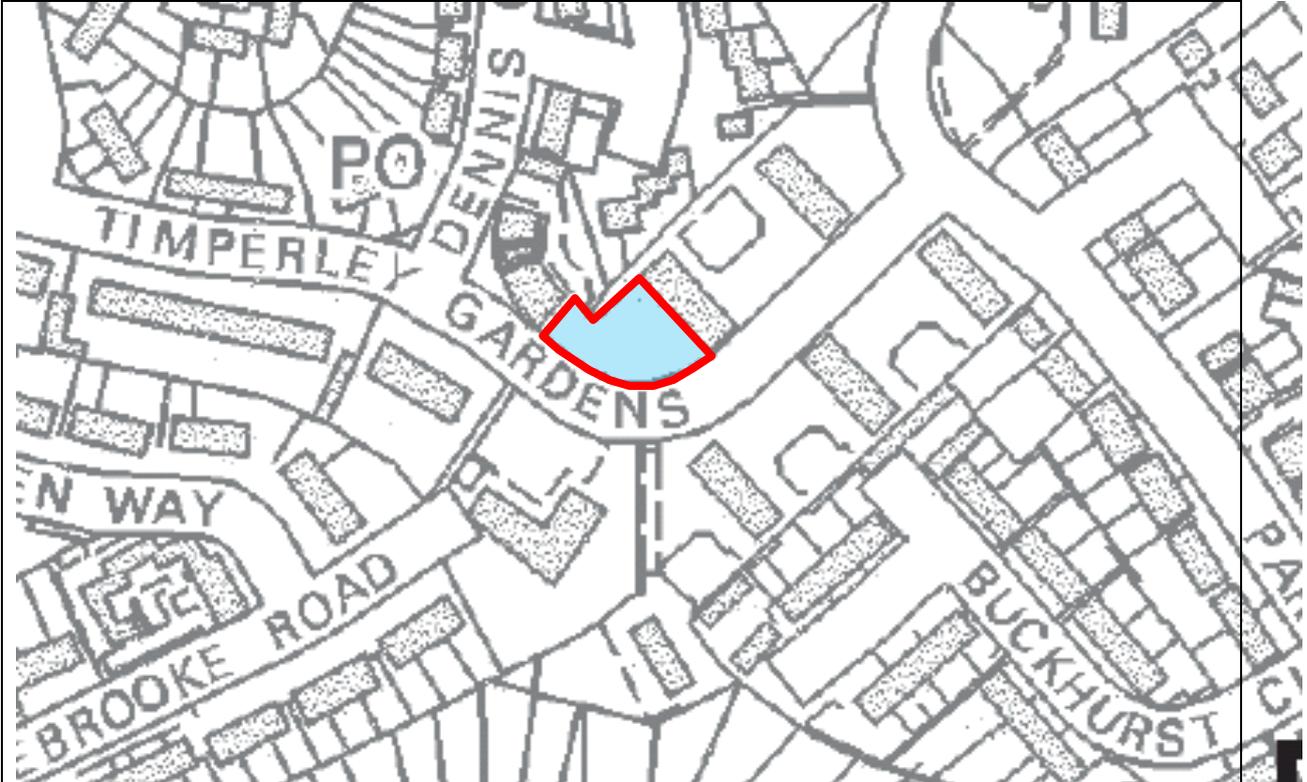
Concluding assessment comments:	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> • Good mix of units • Majority neighbourhood scale although some specialist units • No vacant units
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	<ul style="list-style-type: none"> Majority of units A1 <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> Observed to be quiet but steady stream of people Sense that it is well used by both locals and those passing through <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> Ample parking Wide pavements Traffic not intimidating <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> Good No evidence of vandalism, anti-social behaviour etc. observed Road not intimidating and units set well back <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> Clean and tidy and generally good although improvements could be made to enhance aesthetics No evidence of rubbish or vandalism observed Not dominated by vehicles Ample parking Good perception of safety <p><u>Future growth:</u></p> <ul style="list-style-type: none"> Limited expansion potential due to surrounding uses In the future potential for changes of use of the more specialised units to more neighbourhood uses <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> Community notice board, post box and rubbish bins suggest that it is more of a destination Community hall adjacement People sat outside the café Sense well used by local community and those passing through
Designate in DMP?	YES

26. TIMPERLEY GARDENS			
Ward: Redhill West			
A1	A3	Vacancies	TOTAL
2	1	0	3
No floorspace available			
Parking Bays	No designated spaces but plenty of on street parking		

Other facilities	<ul style="list-style-type: none"> • Bench • Bus stop • Planters • Post box • Notice board • Telephone box
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	Three retail premises: butchers, convenience store and take-away.
Most visited/ dominant use:	Most visited: One-stop Dominant use type: A1 Dominant trade type: Convenience
	
Assessment of Local Environment:	<p><u>Visual appearance:</u> Pleasant; it is clean and tidy and there is a green space directly in front of the units.</p> <p><u>Car-dominated:</u> No, it is located on the junction of two residential roads and is in a quiet residential area.</p> <p><u>Sense of a local environment/ community:</u></p> <ul style="list-style-type: none"> • Residential • Community notice board • People observed talking to each other • Seems to be well used by the local community <p><u>Friendly / welcoming:</u> Yes</p> <p><u>Busy/ quiet?</u></p> <ul style="list-style-type: none"> • Busy – continual stream of people • Sense of being well used <p><u>Unsafe?</u> No</p>

	Noisy? No
Potential for Expansion/Improvement:	Residential accommodation prevents expansion



Concluding assessment comments:	<p><u>Number of units:</u> Less than 6 – 3</p> <p><u>Mix of uses:</u></p> <ul style="list-style-type: none"> • Neighbourhood scale • Supportive of one another • Convenience retail supported by food and drink • Majority of units A1 • No vacant units <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> • Observed to be quiet but continual stream of people • Sense that it is well used by local community <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • No designated parking but plenty of on street parking • No pedestrian crossings but quiet residential roads • Good pavements <p><u>Perceptions of safety:</u></p> <ul style="list-style-type: none"> • Good • No evidence of vandalism, anti-social behaviour etc. • No intimidating spaces
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	<p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Good • Benches and green space • Community facilities such as notice board well used • Attractive • Clean and pleasant • Not vehicle dominated • Ample parking • No evidence of rubbish, vandalism etc. <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Limited due to surrounding residential <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, post box etc. demonstrate wider function than shopping • Sense well used by local community
Designate in DMP?	NO

27. WOODMANSTERNE STREET, WOODMANSTERNE

Ward: Chipstead, Hooley & Woodmansterne

A1	A5	B1 (A)	D1	SG	C3	Vacancies	TOTAL
5	1	1	3	1	1	0	12
232m ²	56m ²	44m ²	34m ²			0	366m ²

Parking Bays	<ul style="list-style-type: none"> Approx. 12 spaces On street car parking in neighbouring streets Large car parks at St Peters Church Hall and Woodmansterne Recreation Ground
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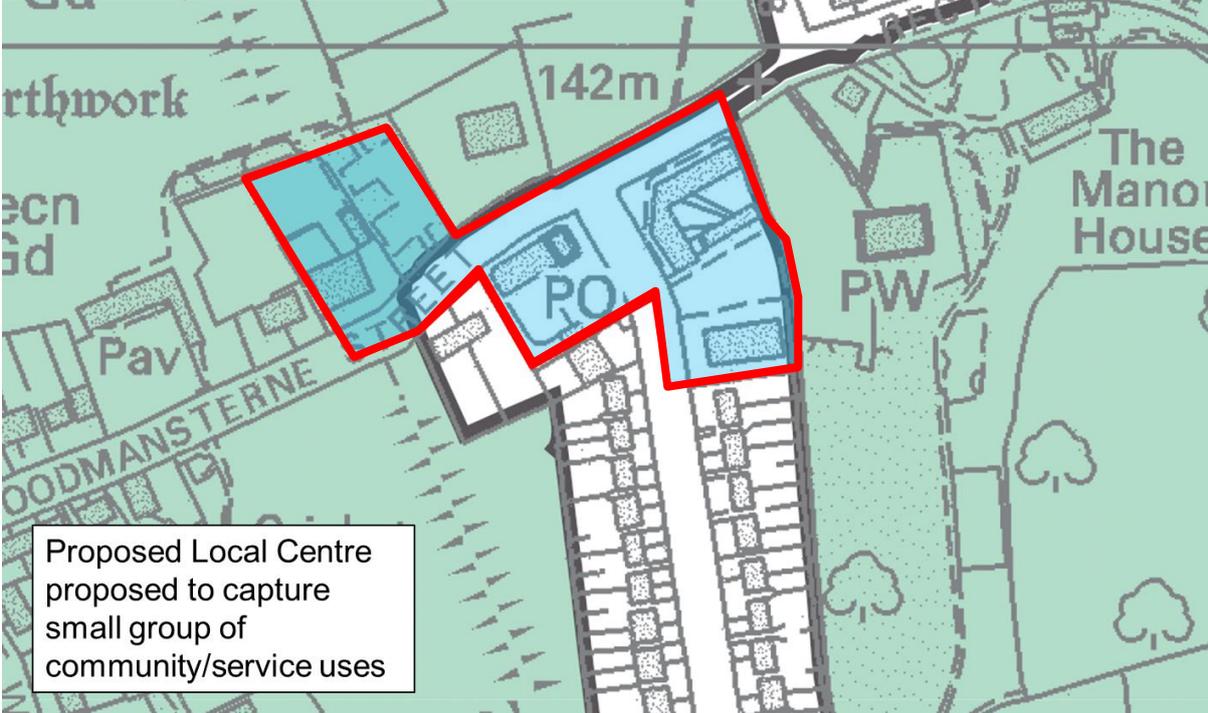
Other facilities	<ul style="list-style-type: none"> Notice board Grit bin Recycling centre Post box Bus stop with seat Benches 2 recreation grounds, a sports centre, recycling facilities, Church, Church hall and war memorial in close proximity
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Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>	<ul style="list-style-type: none"> Good mix of units Majority of units provide local convenience There are some specialist units such as a golf store
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Most visited/ dominant use:	Dominant use class: A1 Dominant trade types: Convenience and service
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Assessment of Local Environment:	<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Visually attractive Clean and tidy High-quality village environment with mature trees and well-kept public open space nearby <p><u>Car-dominated:</u> No</p>
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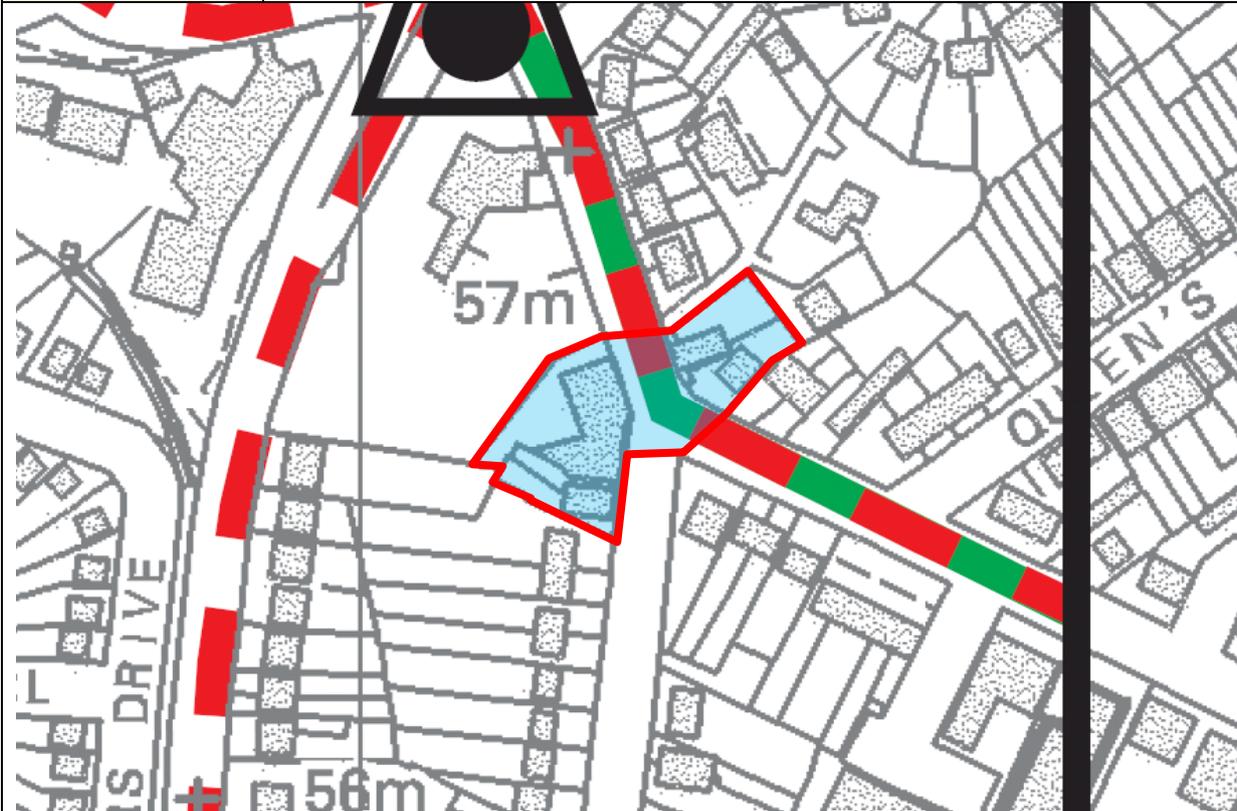
	<p><u>Sense of local environment/ community:</u></p> <ul style="list-style-type: none"> • Primarily residential • Number of community facilities e.g. recreation grounds in close proximity • Sense village centre • Seems to be well used by local community <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u></p> <ul style="list-style-type: none"> • Felt quiet but steady stream of people • Sense well used <p><u>Unsafe:</u> No</p> <p><u>Noisy:</u> No</p>
<p>Potential for Expansion/ Improvement:</p>	<p>Limited potential for expansion due to surrounding environment.</p> <p>One unit could be converted from an office to A1 potentially in the future.</p> <p>The quality is already high, but design quality and coherence in street furniture, railings, etc. or ornamental features could be improved to further reinforce the sense of place.</p>
	
<p>Concluding assessment comments:</p>	<p><u>Number of units:</u> More than 6</p> <p><u>Diversity:</u></p> <ul style="list-style-type: none"> • Good mix of uses • No vacant units • Majority A1

	<ul style="list-style-type: none"> Majority neighbourhood scale although some specialist units <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> Observed to be quiet but steady stream of people Sense well used by local community and people passing through <p><u>Accessibility:</u></p> <ul style="list-style-type: none"> Ample parking No pedestrian crossings but quiet village roads Good pavements Attractive to pedestrians <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> Good No evidence of rubbish, vandalism etc. Feels like a nice village centre <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> Good Attractive, clean and pleasant Welcoming Benches, notice board etc. Good community facilities within wider area, e.g. recreation ground and hall Ample parking No evidence of vandalism, rubbish etc. Good perception of safety <p><u>Future growth potential</u></p> <ul style="list-style-type: none"> Limited due to surrounding uses Potential for changes of use from office and more specialised uses into more neighbourhood units <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> Sense that it is a well used village centre Notice board, post office, rubbish bins etc. provide more than just retail Specialist units attract their own trade but good convenience offer Number of community resources within close proximity
Designate in DMP?	YES

28. VICTORIA ROAD, HORLEY

Ward: Horley Central

A1	A3	A5	Other	Vacancies	TOTAL
1	A3/5 – 2	2	2 Unknown (1v)	1	7
39m ²	180m ²	103m ²	358m ²	118m ²	680m ²
Parking Bays		No, but there is parking on the adjoining residential street			
Other facilities		<ul style="list-style-type: none"> Rubbish bins Post box Bus stop 			
Comments/ Observations of Uses: <i>(e.g. scale of uses in comparison to one another)</i>		<ul style="list-style-type: none"> Poor mix of units Predominantly food and drink establishments Convenience unit closed and remains vacant Neighbourhood scale units 			
Most visited/ dominant use:		Dominant trade type: Food and drink Dominant use class: A3/A5			
					
Assessment of Local Environment:		<p><u>Visual appearance:</u></p> <ul style="list-style-type: none"> Clean and tidy Pleasant Buildings are of unremarkable quality but maintained in good condition <p><u>Car dominated:</u></p> <ul style="list-style-type: none"> Whilst located on one of the main roads into Horley town centre it does not feel car dominated Good parking provision <p><u>Sense of a local environment/community:</u></p> <ul style="list-style-type: none"> Primarily residential No community facilities Lack of convenience retail 			

	<ul style="list-style-type: none"> Does not feel as if the local community use the shopping parade <p><u>Friendly/ welcoming:</u> Yes</p> <p><u>Busy/ quiet:</u> Quiet</p> <p><u>Unsafe:</u> No</p> <p><u>Noisy:</u> No, the road is not overbearing</p>
Potential for Expansion/ Improvement:	<p>Limited potential to expand due to the road and residential accommodation</p> <p>Little scope for improvement</p>
	
Concluding assessment comments:	<p><u>Number of units:</u> More than 6 – 7</p> <p><u>Diversity of uses:</u></p> <ul style="list-style-type: none"> Limited Neighbourhood scale Lack of convenience retail Mainly food and drink 1 vacant unit <p><u>Pedestrian flows:</u></p> <ul style="list-style-type: none"> Observed to be quiet Not felt to be well used by local community The food and drink uses will attract people but their more take-away nature suggests peak time during early evening/ night

	<p><u>Accessibility:</u></p> <ul style="list-style-type: none"> • Ample parking • Road not intimidating • Good pavements <p><u>Perception of safety:</u></p> <ul style="list-style-type: none"> • No evidence of vandalism, anti-social behaviour etc. observed <p><u>Environmental quality:</u></p> <ul style="list-style-type: none"> • Clean, tidy, pleasant • Buildings are of unremarkable quality but in good condition • Ample parking • Road not overbearing/ intimidating • Residential • No evidence of graffiti, rubbish, vandalism etc. • Limited community facilities, e.g. post box but no community hall etc. <p><u>Future growth potential:</u></p> <ul style="list-style-type: none"> • Surrounding uses prevent expansion • Potential to improve retail offer, particularly convenience retail offer <p><u>Mini destination:</u></p> <ul style="list-style-type: none"> • Bins, bus stop, post box etc. suggests more than retail • Limited sense of being well used by local community • No community facilities such as Church or hall etc. • Food and drink units attract people but more take-away nature • Limited sense of destination – more collection of units
Designate in DMP?	NO