



Redhill Town Centre Area Action Plan

Consultation Draft

January 2012

Portfolio Holder's forward

We are delighted to introduce this Area Action Plan for Redhill Town Centre. This plan represents the culmination of several years of work planning for the future of Redhill. Building on the previous consultations, comments received and a refreshed evidence base this plan seeks to provide a clear signal for change in Redhill town centre.

Through this consultation draft we wish to achieve consensus on the strategy for Redhill; making sure we guide the right type of development, in the right places, at the right time.

We hope that this plan will send a strong message to the market about the regeneration of Redhill and look forward to building on our joint working successes to date, to transform Redhill into a thriving town centre which is a competitive retail destination, a major location for business and a great place to live.

Cllrs N.J. Bramhall & M.J. Miller

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Executive Summary

Redhill town centre is at a turning point. It has long been recognised as an area with the potential to make more of its transport connections and to transform its image, and opportunities to make these changes happen have started to emerge in recent years. Sites for new development are continually coming forward and there are organisations keen to invest in the town centre, potentially bringing in new residents, workers and visitors. All of this will help to support and improve existing businesses and facilities, as well as providing new services and facilities.

But Redhill faces tough competition for investment from other town centres in the area, and beyond. In order to become the town centre of choice for businesses and people in Surrey, investment in its 'public face' – its buildings and spaces – is essential. Developers must be encouraged to ensure that new development is of a high quality design, ambitious yet mindful of its surroundings and flexible to stand the test of time and environmental and economic changes. Public spaces must be seen as an economic asset to the town, serving a dual role in attracting people into Redhill and providing places for people to enjoy town centre life.

At the same time, for Redhill to become the town centre of choice, changes to how people get to the town centre will also be necessary. A number of opportunities are proposed in this document which will significantly improve the reliability and desirability of using alternative forms of transport to the private car and will promote high quality walking and cycling environments.

Enhancing the town centre's public face and its physical appearance are two key strategies by which Redhill will be transformed into a successful and desirable place to live, work and visit. But above all, any proposals for change must seek to benefit all members of the community through the provision of a wide and inclusive range of additional homes, shops, services and facilities.

The Area Action Plan supports the delivery of the Council's and the Redhill Regeneration Forum's vision for Redhill;

"Redhill will be a thriving town centre which is a prominent commercial location, a competitive retail destination and a great place to live."

The Redhill Town Centre Area Action Plan provides a coherent spatial vision, building upon that contained within the Core Strategy, for the town centre which brings together the Council's approaches to regeneration, planning, design, sustainability, transport, infrastructure and delivery. It identifies the distribution of land uses and their inter-relationships within the town centre, including area-specific proposals, and sets out, as far as is practicable, a timetable for implementation of the proposals.

Introduction

Redhill town centre is at a turning point. It has long been recognised as an area with the potential to make more of its transport connections and to transform its image, and opportunities to make these changes happen have started to emerge in recent years. Sites for new development are continually coming forward and there are inward investors keen to come to Redhill, potentially bringing in new residents, workers and visitors. All of this will help to support and improve existing businesses and facilities, as well as providing new services and facilities.

But Redhill faces tough competition for investment from other town centres in the area, and beyond. In order to become the town centre of choice for businesses and people in Surrey, investment in its 'public face' – its buildings, spaces and infrastructure – is essential. Developers must be encouraged to ensure that new development is of a high quality design, ambitious yet mindful of its surroundings and flexible to stand the test of time and environmental and economic changes. Public spaces must be seen as an economic asset to the town, serving a dual role in attracting people into Redhill and providing places for people to enjoy town centre life.

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Enhancing the town centre's public face and its physical appearance are two key strategies by which Redhill will be transformed into a successful and desirable place to live, work and visit. But above all, any proposals for change must seek to benefit all members of the community through the provision of a wide and inclusive range of additional homes, shops, services and facilities.

The Vision for Redhill Town Centre

"Redhill will be a thriving town centre which is a prominent commercial location, a competitive retail destination and great place to live."

The Council's Vision for Redhill, looking forward to 2028, is endorsed by the Redhill Regeneration Forum.

AAP Process

The RTC AAP is a Development Plan Document (DPD) forming part of the Local Development Framework (LDF). The Core Strategy is the most important document in the Local Development Framework and provides the strategic context, setting out the key themes and vision for the future development of the Borough.

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and their inter-relationships within the town centre, including area-specific proposals, and sets out, as far as is practicable, a timetable for implementation of the proposals.

In recognition of Redhill's strategic importance to the borough and to the South East as a whole – identified as an area for significant change - and the clear need for transformational change within the town centre, the Council considered it necessary to produce this Area Action Plan (AAP) to set out specific policies for the area's development over the next 15 years.

As an area for significant change this Plan seeks to:

- Allow priorities to be appropriately directed
- Enable benefits to be harnessed
- Provide a clear signal for change
- Act as a marketing and promotion tool
- Attract investment to Redhill town centre
- Give comfort to developers in a time of uncertainty

The area covered by the AAP is shown on the Proposals Map.

The Consultation Draft

This version of the AAP is a Consultation Draft which supersedes the Preferred Options (January 2009) document. It has been developed in light of additional evidence base studies taking forward the best parts of previous consultations versions and reflecting the views expressed on those. Building upon work undertaken to date the Council now sets out its preferred approaches to Redhill Town Centre taking account of progress on the Core Strategy, the changing national policy framework and the current economic climate. Following consultation on this version of the document a final submission draft will be produced during Summer 2012 for further public consultation. Thereafter it will be submitted to the Secretary of State for Communities and Local Government and a public examination will be held where an independent inspector will consider the views of the public, landowners and other stakeholders on the AAP. Following this, after any changes have been made, the AAP is expected to be formally adopted by the Council in Spring / Summer 2013.

Policy Context

Community Plan - The community plan provides a vision for the Borough to 2020. It focuses on the following themes: Your Environment, Neighbourhoods for the Future, Vibrant Communities, The Right Services in the Right Places and the Partnership for Reigate & Banstead. The revitalisation of Redhill Town Centre through the development of key sites and improved transport links is identified.

Corporate Plan - The CP seeks to make Redhill a thriving town centre serving as a prominent commercial location, a competitive retail destination as well as a good place to live. In doing so, the desirable long term outcomes include:

- the revitalisation of the town centre through improved supermarket provision, more comparison shopping provision to increase choice, and enhanced community, leisure and recreation facilities;
- reduction in vacancy rates for commercial office space;
- a reduction in unemployment rates in Redhill East and West wards;
- an increase in the satisfaction of Redhill residents; and
- a reduction in the recorded instances of anti-social behaviour per 1,000 population.

NPPF - The National Planning Policy Framework sets out the Government's requirements for the planning system in its commitment toward the achievement of sustainable development. For the planning system delivering sustainable development means planning for prosperity (an economic role), planning for people (a social role), and planning for places (an environmental role). It also requires Local Authorities to prepare Local plans and any additional development plan documents where clearly justified.

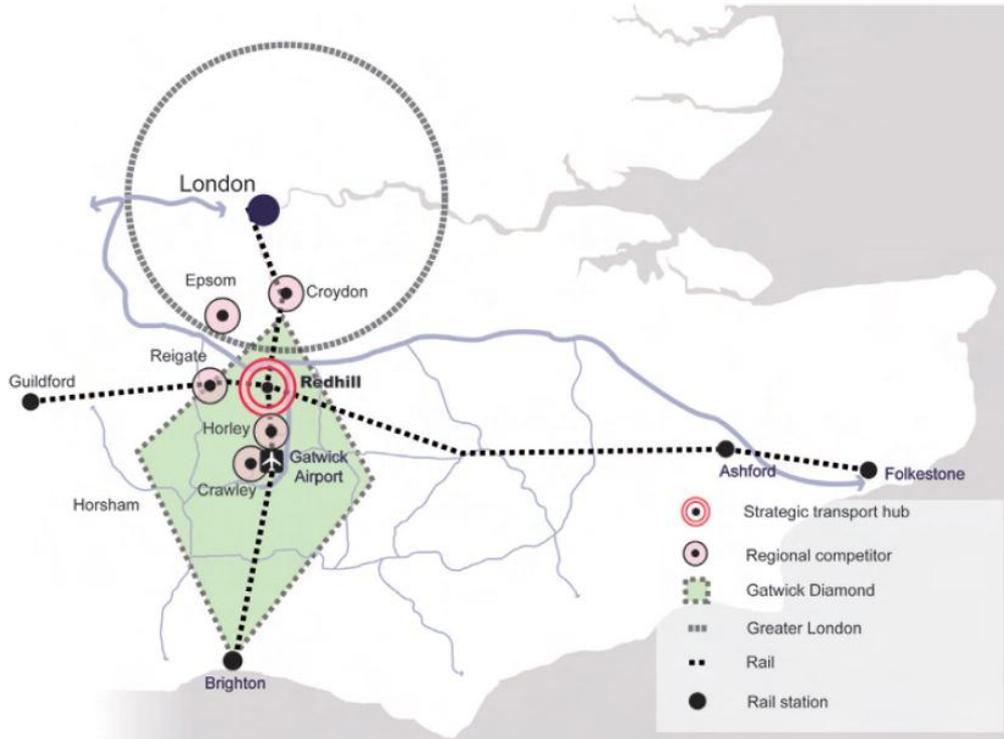
RSS SE Plan - The South East Plan designates Redhill/Reigate as a Centre for Significant Change and a Growth Point, as well as being a regional hub within the London Fringe sub-region. This is largely due to Redhill's excellent strategic rail and road connections and proximity to Gatwick Airport. At a regional planning level there has clearly been significant appetite for investment in the Redhill area. This is reflected in the work of the Gatwick Diamond Initiative, the sub-regional grouping of West Sussex County Council and three West Sussex districts, Surrey County Council and three East Surrey boroughs clustered around Gatwick Airport. The Gatwick Diamond forms one of the five economic areas within the new Coast to Capital Local Enterprise Partnership.

Core Strategy - The Core Strategy (CS) recognises the role for Redhill/Reigate as a regional transport hub and as such being the prime focus for large scale leisure, office, culture and retail developments. Redhill town centre, already a comparison goods shopping and leisure destination, is clearly the heart of the transport hub and has the potential to become a more well-connected and vibrant town centre.

Redhill is defined as a Primary town centre in the CS and therefore has majority of the Borough's retail growth directed to it. In directing growth generally to areas in the Borough, the CS seeks to focus on Redhill Town Centre in the first instance followed by other town centres and sustainable locations.

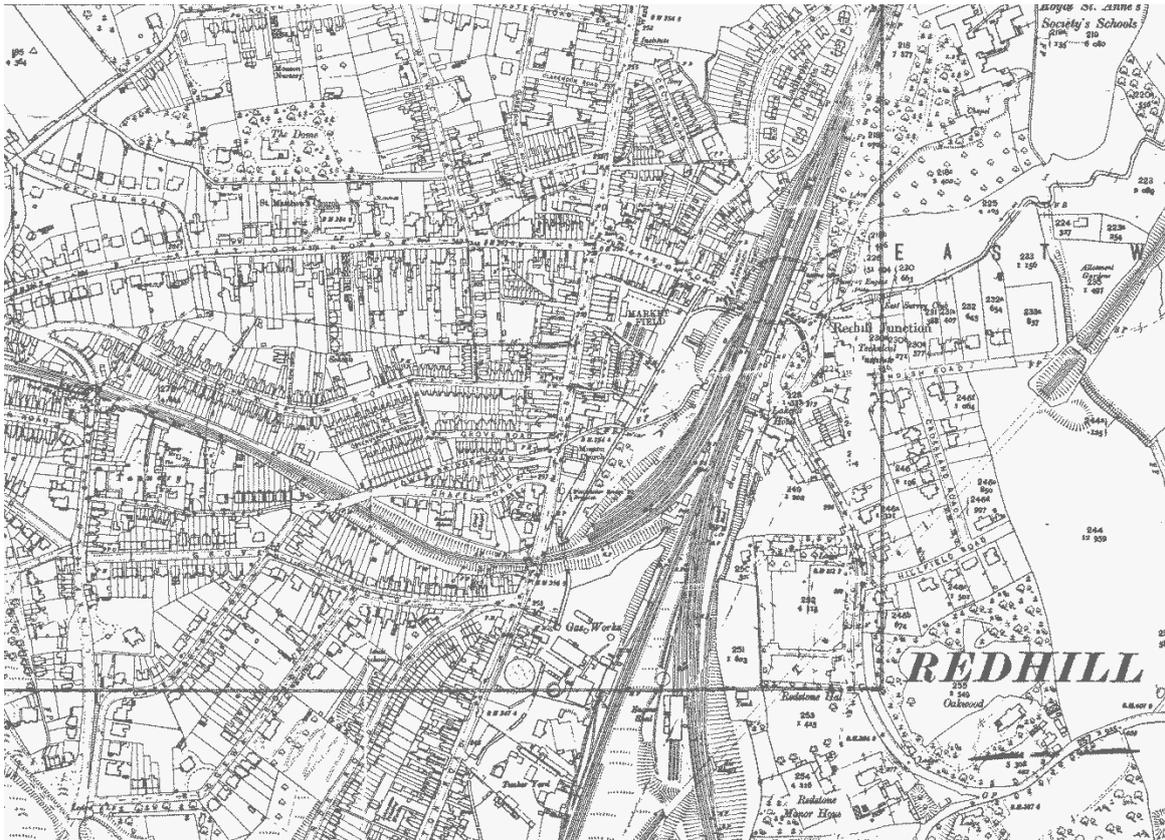
The CS outstanding issues consultation has been undertaken and the preparation of the submission draft version is now underway. The submission draft version is scheduled to be presented to the Council's Executive during February and Full Council during April prior to its submission to the Secretary of State shortly thereafter.

Spatial Context



Historical development – Redhill’s origins

1913





1933

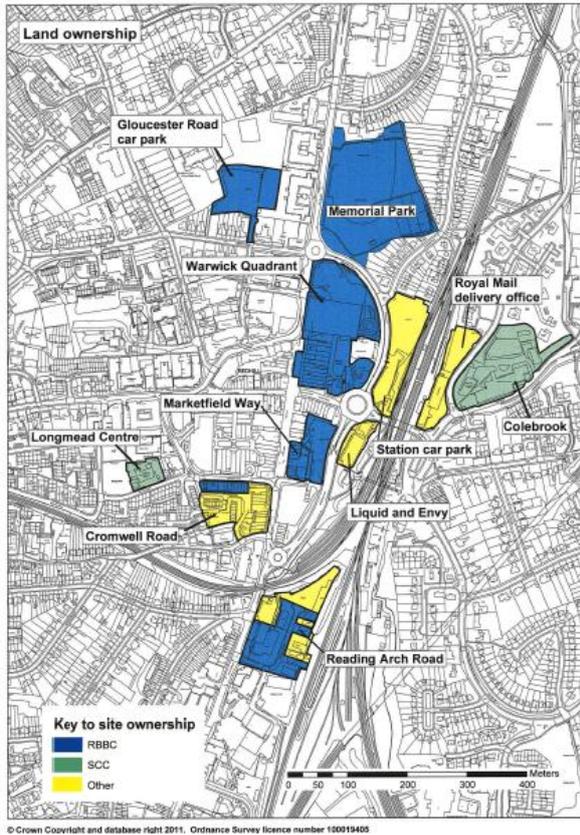
Redhill was a waterlogged area in the nineteenth century and was originally known as Warwick Town. This later changed with the relocation of a post office from Redhill Common, the post office retained its 'Red Hill' stamp, and the use of the name Warwick Town gradually fell away.

The town owes its existence to the construction of a road linking Gatton Point to the London - Brighton Road at Povey Cross in 1818, and later the arrival of the railway. Two stations were introduced to the area in the early 1840s, one on the London to Brighton Route and a second on the Dover line.

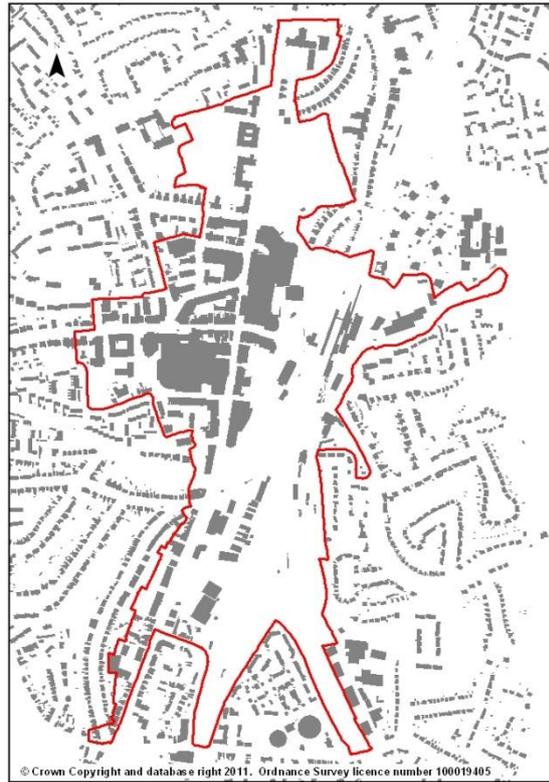
Redhill Town Centre saw its first great change in the 1950s, marking the beginning of renewal efforts and lasted well into the 1980's. Much of the Old Redhill disappeared as a result with traffic relocated mainly to its outside and a pedestrianised precinct and shopping mall created at its centre.

Land use, built form & public body ownership

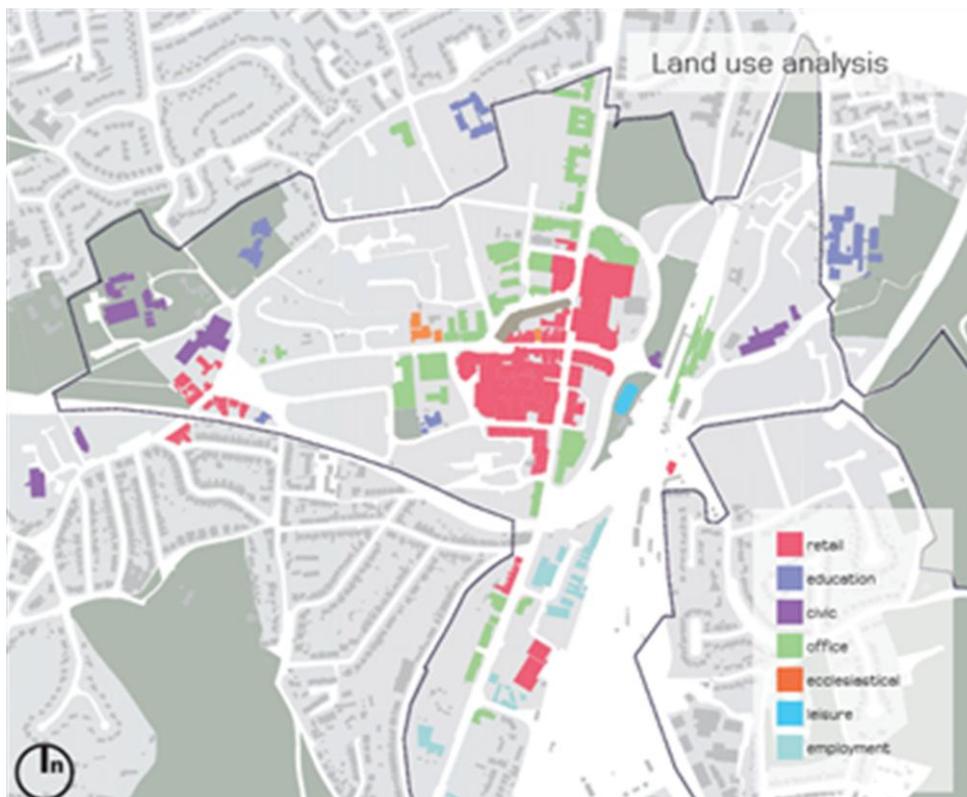
Land ownership



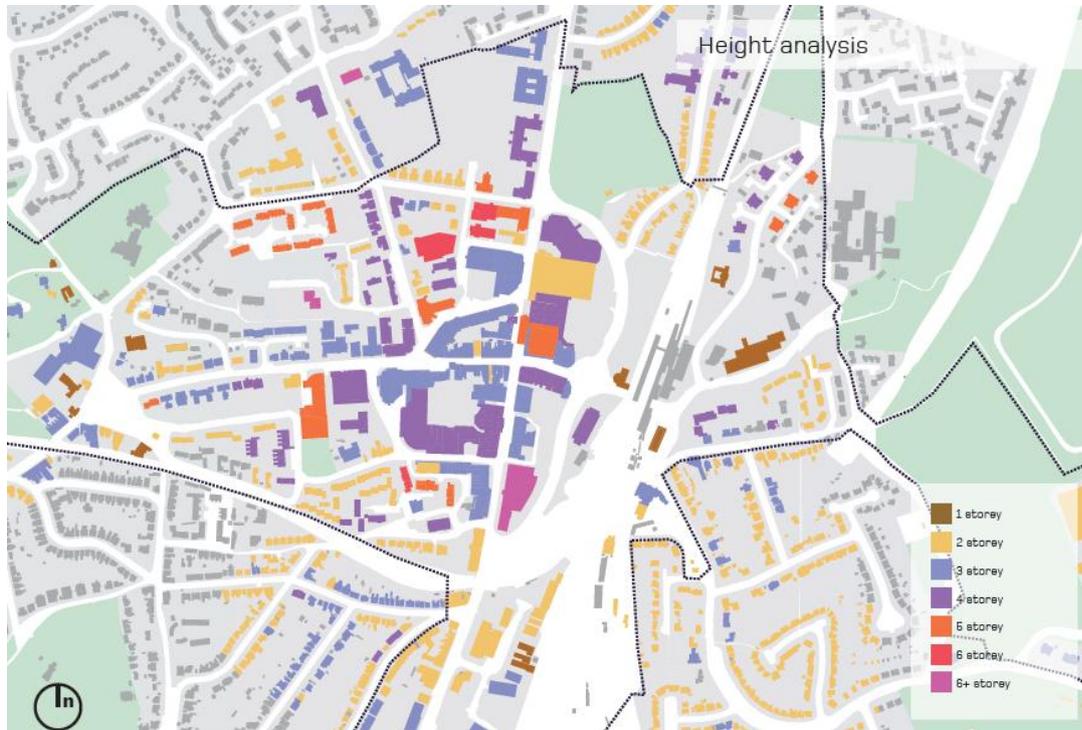
Urban grain



Land use analysis



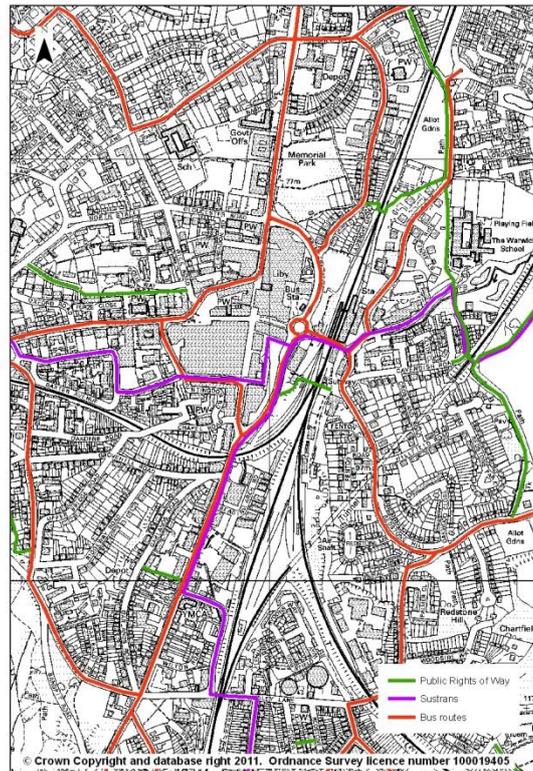
Building Heights



Redhill has a range of uses, provided in discrete pockets focusing on both retail and offices uses. There is a lack of integration between land uses and insufficient critical mass to make Redhill a key commercial location.

The Council owns a number of sites namely, Gloucester Road Car Park, Marketfield Way Car Park, Clarendon Road car park and Warwick Quadrant. The Council also have part of the freehold of the Reading Arch Road site. Surrey County Council own two potential development sites – Colebrook and Longmead. The remainder of the sites are in private ownerships.

The town centre is characterised by an inconsistent range of building heights. Little consideration has been given to identifying landmark buildings, the role of the gateways to the centre, focal points to guide the public around the town, or to the effects of overshadowing when large buildings are placed adjacent to public spaces. The primary shopping area and the immediate area around it broadly contain building heights of between 3 and 4 storeys with a few buildings going up to 6 storeys. There are few buildings beyond this area that are higher than 4 storeys before a gradual decrease in building heights as one moves further out of the town centre.

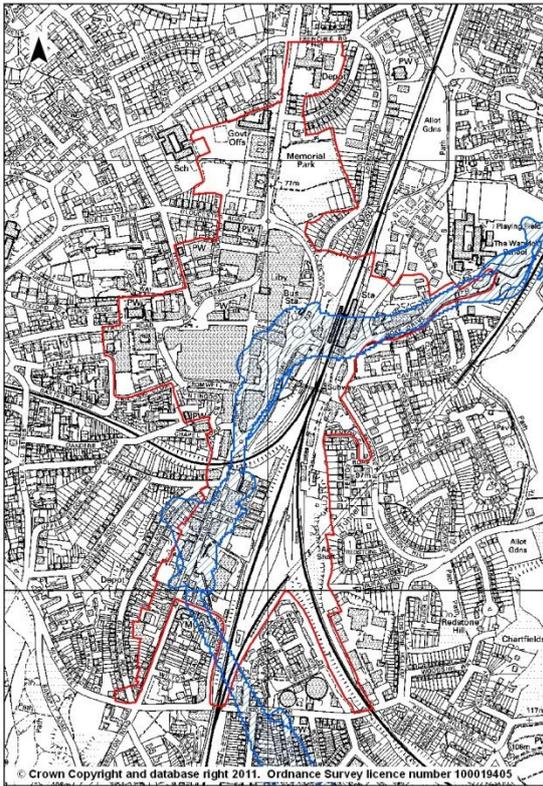
Transport and accessibility

Rail: Redhill Station is an important interchange location for north-south and east-west rail services, providing direct connections to London, Gatwick, Brighton, Guildford and Tonbridge. At most times of the day there are seven direct trains to London terminals from Redhill and the station is popular with commuters. This results in high demand for car parking spaces in the vicinity of the station. It is likely that some commuters choose to drive in to Redhill and commence their train journey from there rather than using the less frequent services from neighbouring villages and changing trains at Redhill. Surveys undertaken at the railway station indicated that over 70% had arrived by car (parked and dropped off at the station) and were continuing their journey by rail. This has implications for car parking and congestion in Redhill. At present the bus-rail interchange is very limited (2% of weekend and 6% of weekday users indicated that they were changing between these transport modes).

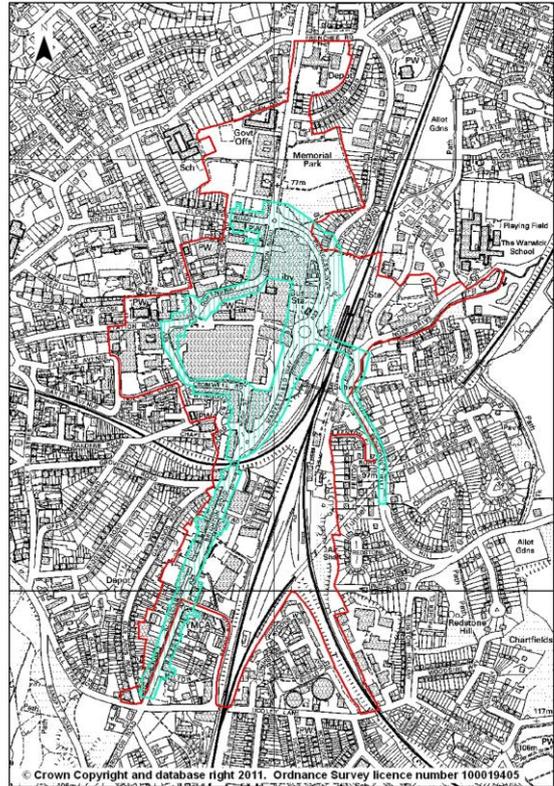
Road: Redhill Town Centre is situated at the intersection of the A25 and A23 which provide road access to settlements in Surrey and Sussex. The strategic M23 and M25 road corridors are also in close proximity. The town centre is served by a range of bus services and benefits from the introduction of the Fastway service with links to Gatwick Airport and Crawley. The through traffic adds to the congestion in the central area with peak hour congestion concentrated around the town centre ring road that reduces the efficiency of bus services and the attractiveness of walking

connections. Access to car parks is constrained by indirect road layouts and a lack of signage and information. Bus service frequency and coverage is mixed and is poor in the evenings and on Sundays. Walking and cycling links are fragmented, of varying quality, do not take the most direct route and in some instances are unsafe.

Topography & environmental conditions
Flood Zones

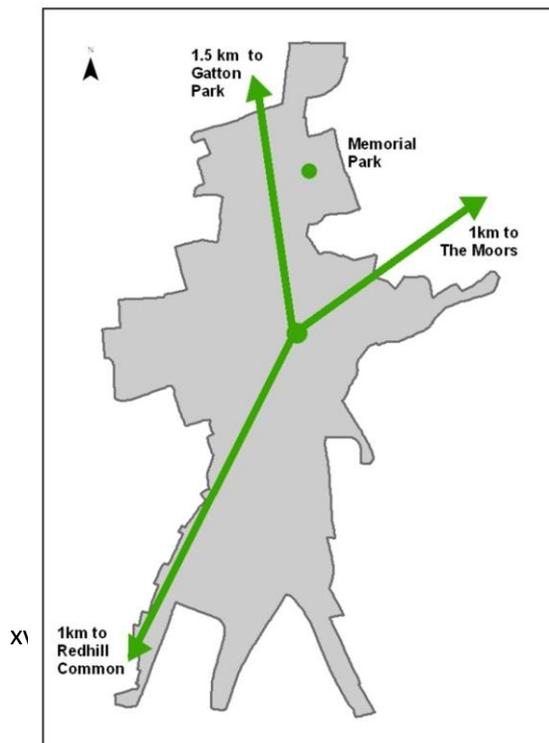


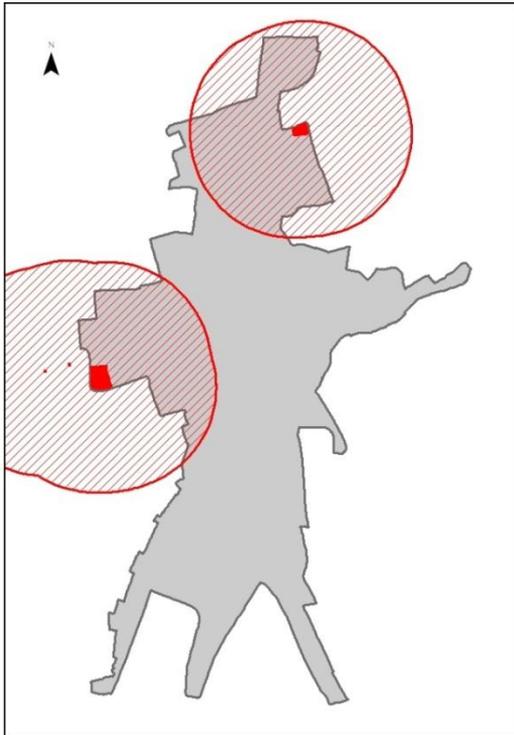
Air Quality Management Area



Playspace (240m buffer)

Distance to greenspace





The Town Centre benefits from being in a relatively low lying area in comparison to the raised residential hinterland. This provides the opportunity for taller buildings to be developed without significantly impacting on the views to or from the centre. In appropriate locations taller buildings could define the town centre and provide greater intensity of development in the location that is best placed to accommodate it.

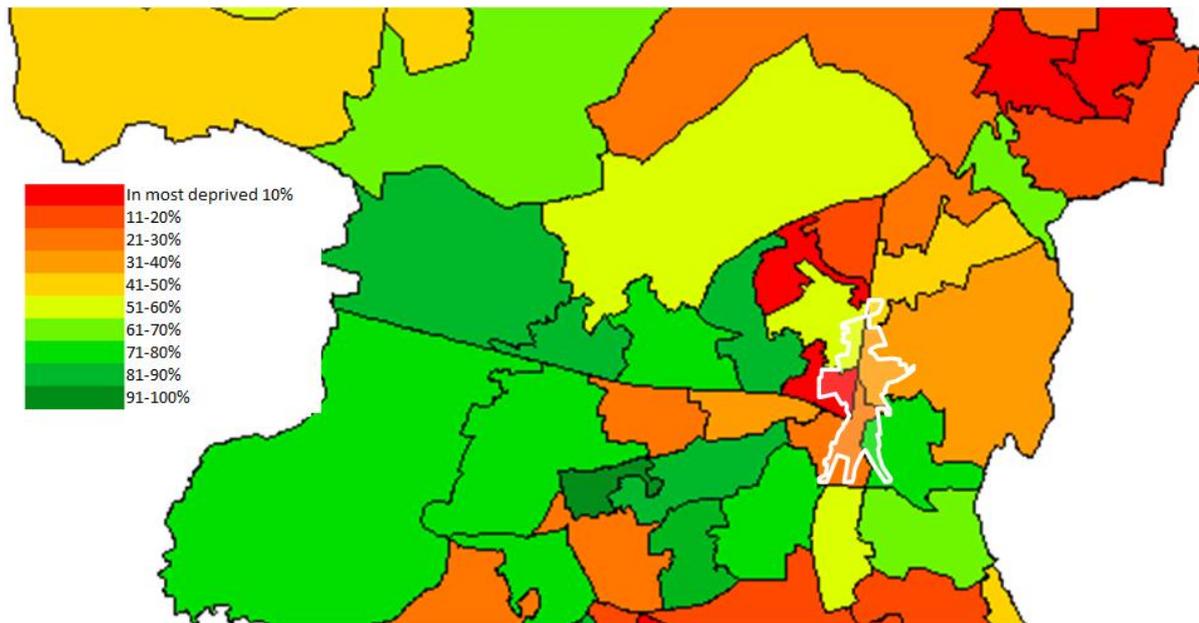
The town centre is affected by fluvial flooding from the east and surface water flooding from the north and west. Flows from Frenches pond that enter the town centre from the north converge on Memorial Park before entering the town centre. Flows from Gatton Park (north-west of the town centre) cut across Gloucester Road car park before entering Memorial Park and the town centre. Flows from the East (Redhill Brook) enter the town centre in a culverted form but have an impact on Marketfield Way and the Station site.

Redhill town centre has been designated as an Air Quality Management Area (AQMA), which requires air pollution levels to be monitored and managed.

There are a number of sites in Redhill that have been contaminated by historic uses. Future development would have to ensure that there are investigated and addressed prior to development.

There is a very limited amount of publically accessible green open space in Redhill Town Centre. However, there are vegetated areas around the rail tracks that, with enhancement, could add further biodiversity and amenity value to the area.

Socio-economic conditions



Overall IMD Rank of LSOA in Surrey (Source: English Indices of Deprivation, 2010)

Redhill faces a number of social challenges, including pockets of quite severe deprivation and disadvantage; and Child poverty in parts of the town centre in Redhill West ward ranks amongst the highest levels in Surrey and is high by national standards. The Indices of Multiple Deprivation (IMD) 2010 Indicators show that there are specific pockets of deprivation within Redhill town centre. Redhill East Ward 011D is one of the most deprived Lower Super Output Area (LSOA) in Reigate and Banstead. This LSOA falls within the most deprived 20% of local areas across England in two domains, crime and living environment. With regard to the crime domain Redhill East Ward 011D is the most deprived in the borough and the fourth most deprived in the whole of Surrey. The IMD 2010 also indicated that Redhill East Ward 011D is the most deprived in the borough in terms of its living environment. While Redhill West Ward 010A LSOA does not fall within the most deprived 20% of LOSAs nationally, it scores as one of the lowest in the borough with regard to the income domain and employment domains.

Impact of the economic downturn - The Redhill town centre retail vacancy rate was 10% in October 2010 – up from only 2% at the start of the recession. There are currently 16 vacant retail units in Redhill, with a clear concentration of vacancies in locations which have been hit hard by the recession – the southern end of the High Street; Cromwell Road; Station Road and the Station Road wing of the Belfry which contains nearly all of the vacant units in the shopping centre. Looking at retail frontage rather than units shows that Redhill has been the worst affected by the recession of all the borough's town centres, with vacant frontage up from 2% in March 2007 to 11.9% in October 2010. There is currently over 20,000 square metres of vacant office floorspace in Redhill town centre. Around 20% of this total vacant office floorspace is accounted for by Kingsgate House at the southern end of the High Street. Total unemployment in Redhill has more than trebled since December 2007 and Redhill unemployment has risen more quickly than the Great Britain average. One of the key impacts of the recession is that it has resulted in the gap widening between unemployment rates in Redhill and the borough average.

Evidence base overview

A number of the technical studies provided in support of the Core Strategy also apply to the RTCAAP, namely;

Economic Evidence update has been undertaken, including a survey of local businesses, liaison with commercial agents and analysis of economic forecasts to ascertain possible future employment floorspace requirements. The approach to the delivery of employment floorspace across the Borough captures complementary policy measures to encourage more efficient use of land and 'smarter' working (which will itself free up additional floorspace capacity) to deliver the continued economic prosperity of the borough. The evidence shows that up to 37,000 square metres of additional commercial floorspace may need to be provided in the borough over the next 15 years for new businesses and to allow existing businesses to expand. The majority of additional employment floorspace will be accommodated by making better use the sites and buildings in the borough's existing employment areas, including within town centres. The emerging Core Strategy therefore identifies Redhill Town Centre as the focus for employment delivery – approximately 7,000sqm net.

Retail and Leisure Needs Assessment update has been carried out, which identifies future convenience and comparison retail floorspace requirements for the borough and apportions it between the Town and Local centres across the Borough according to their specific roles. At a constant market share, the study identifies 25,800sqm of comparison retail floorspace and 11,700sqm of convenience retail floorspace for the Borough. 75% (19,350sqm) of the Borough share of comparison retail floorspace need and 60% (7,020sqm) of the Borough's convenience retail floorspace need up to 2027 has been allocated for the Redhill/Reigate area (zones 1 & 2). Although a constant share approach has been taken it is intended that the floorspace would be front loaded within the plan period to enable the Council to capture the benefits from inward investment opportunities. The Core Strategy outstanding issues consultation directs the majority of growth to Redhill. This study also captures leisure needs stating that Redhill is reasonably well provided, in numerical terms, with eating and drinking establishments but noted a shortage of choice regarding restaurants. The quality of provision, however, was identified as inadequate. The study revealed that there is a theoretical requirement for additional A3, A4 and A5 floorspace across the Borough as a whole and is expected to be delivered alongside retail development. There is also a further demand for the provision of cinemas in the Borough.

The **Hotel and Guest Accommodation Study** finds that there are a total of 40 hotels and guest houses in the borough providing a total of 883 bedrooms. Despite its status as the borough's primary centre and a sub-regional hub, Redhill town centre currently has only one large chain (Travelodge) and in total offers only 51 rooms. Estimates of future hotel demand in the borough are based upon projecting room-night demand using anticipated growth levels in three key sectors. The projections indicate that by 2026 an additional 200 bedrooms could potentially be required in the borough based upon the mid-growth scenario. Analysis of operator demand suggests that Redhill meets operator requirements and criteria and is identified as a target location by both the UKs two largest budget providers.

A revised **Strategic Housing Land Availability Assessment (SHLAA)** has been undertaken to assess potential housing sites across the borough, and has included input from an expert stakeholder panel and independent advice on viability issues. The strategy for the delivery of housing in the Borough is set out in the Council's emerging Core Strategy; identifying Redhill as the main centre for physical regeneration in the Borough. Core Strategy outstanding issues identifies the need for at least 700 homes in Redhill.

Infrastructure Delivery Plan has been updated following conversations with a range of infrastructure providers and priority items have been identified for the Redhill area:

- Flood attenuation works upstream of Redhill Town Centre in Memorial Park;
- Major traffic improvements and management measures in Redhill Town Centre; and
- Relocation of community facilities from Cromwell Road.

Additionally a number of pieces of technical work that support the production of the RTCAAP specifically have been produced or updated. In summary:

Strategic Flood Risk Assessment – building upon the Borough wide SFRA a Redhill specific SFRA has been completed and approved by the Environment Agency. It identifies areas at risk and where additional work is required by developers through application process.

Parking Management Plan – consultants advise that a significant amount of spare parking capacity exists in Redhill Town Centre, and that a 50/50 split of short stay and long stay customers exists in Redhill and should be maintained, furthermore, it is extremely likely there will be sufficient spare parking spaces to accommodate demand over the lifetime of the RTCAAP.

Local Sustainable Transport Fund (LSTF) – Redhill is one of the 3 towns to be included in Surrey County Council's TravelSMART bid to the Department for Transport with a potential bid value of up to be £4million for Redhill-Reigate covering corridors for improvement and some schemes where details and certainty are available.

Traffic Management – Consultants have been commissioned to provide an update of the Redhill traffic modelling work in light of recent proposals and the development scenarios contained within this plan. Wherever possible findings will be embedded within the document, however it may be appropriate to hold further targeted consultation on this matter.

Sustainability Appraisal – Under the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is mandatory for a range of planning policy documents including Development Plan Documents (DPD). SA also incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive, adopted by the EU in 2001. A Scoping Report must be produced and consulted on, in order to create a framework of sustainability objectives against which to appraise the plan. A Scoping Report was produced for Redhill in October and consulted on for 5 weeks; the comments from this consultation were then used to revise the Scoping Report.

The sustainability objectives were used during the appraisal which was carried by a process of peer review involving colleagues at Elmbridge BC and Tandridge DC. The appraisal was carried out by looking at the cumulative impacts of the RAAP and found the plan to be generally sound overall with regards to sustainability considerations. There was confidence that mitigations were within the plan to lessen the impacts of a higher density development, although it was acknowledged that some issues highlighted within the Scoping Report could be worsened by the increase in development (for

example air quality) despite policy in the RAAP to address this. There were minor recommendations made in order to enhance the sustainability impacts of the plan on the area; these relate to flood risk, air quality, renewable energy, cycle facilities, light pollution and water quality.

On adoption, a SA statement will be produced that will look at how the recommendation of the SA report have been taken into account within the RAAP.

Strategic objectives for Redhill regeneration

There is widespread support amongst R&BBC Members and external partners for the Redhill regeneration vision. The challenge is now to ensure that these carefully crafted words are translated into meaningful change on the ground in Redhill town centre.

With this in mind, a small number of more specific strategic objectives which explain what the Council and key partners will need to do in order to realise the vision have been identified. The strategic objectives below were agreed by the Redhill Regeneration Forum at its inaugural meeting in January 2011:

- To ensure that Redhill fulfils its potential as **the main retail centre for Reigate and Banstead** by providing additional comparison and convenience floor space which is of an appropriate scale and quality to diversify the town centre's retail offer;
- To secure Redhill's role as a **commercial location of choice** for a diverse range of occupiers;
- To provide the mix of uses that will **enable Redhill to become a vibrant place** in which to live, shop and work;
- To **provide the physical and social infrastructure facilities** which will be required to accommodate the significant population and commercial growth planned for Redhill over the next decade. This infrastructure will include traffic management improvements, the refurbishment of Donyngs Leisure Centre and the delivery of the Memorial Park improvement plan;
- To **develop, diversify and manage the evening economy** in Redhill town centre, focusing on a family-friendly offer;
- To ensure that the redevelopment and regeneration of Redhill town centre creates **demonstrable benefits for local residents** (including more difficult to reach groups and those facing social disadvantage) and for local businesses;
- To **improve the physical appearance of the town centre** by tackling key "grot spots" which currently act as a magnet for crime or anti-social behaviour and create a poor impression of Redhill for residents, commuters and potential inward investors; and
- To take proactive and coordinated steps to **change the negative perceptions that people have of Redhill** as a place in which to live, work and invest.

The Basis for Regeneration

Building upon the vision and strategic objectives for Redhill regeneration this plan contains a number of policies to address the challenges facing Redhill through the use of the opportunities present. This Plan will drive change based around five key characteristics of Redhill in 2028. The first represents the significant area based proposals whilst the others are cross cutting themes shaping all development across the whole Town Centre;

A Centre of Opportunities

A Vibrant Town Centre

A Sustainable Travel Town

A Great Place to Live

A Green Town Centre

The vision for Redhill set out in this section will be implemented by a combination of area-specific proposals and town centre-wide strategies. The town centre-wide strategies have implications across the whole town centre and provide the broad framework for the more area-specific proposals.

Key Proposals

Key proposals contained in this plan include –

- Provision for at least 15,500sqm of comparison shopping floorspace and 7000sqm of convenience shopping floorspace within the town centre
- The introduction of up to 3000sqm of leisure and food and drink uses within the town centre
- The development of at least 700 new homes
- The creation of significant new jobs and training opportunities and provision for up to 7000sqm of office / flexible small business space
- Re-development at a number of key sites including:
 1. Marketfield Way – retail led mixed use scheme to include food and drink and leisure uses
 2. Cromwell Road – new food store provision
 3. Warwick Quadrant North – extended food store provision and public realm enhancements

4. Liquid & Envy – residential led redevelopment to include some retail
5. Station car park – new station redevelopment to include some retail and residential provision
6. Colebrook – continued community uses alongside the introduction of a residential element
7. Longmead - continued community uses alongside the introduction of a residential element
8. Gloucester Road – Residential and office / flexible business space
9. Redstone Hill - residential and office / flexible business space
10. Royal Mail Depot - residential and office / flexible business space
11. Brighton Road – long term retail expansion location

Section 1 – Area Proposals

A Centre of Opportunities

1.1 The area proposals are guidelines for development on specific areas within the town centre which have been identified as opportunities for change and which can contribute towards achieving the vision for Redhill. They seek to make the most of the numerous existing development opportunities to secure the best possible outcome, maximising their contribution to wider regeneration objectives.

This will be achieved by a policy framework covering;

- Development Capacity
- The Major Opportunity sites
- The Opportunity sites
- Areas for enhancement or improvement

1.2 The site specific proposals set out the requirements for the development of specific areas within the AAP area which have been identified as areas for change and are capable of contributing towards achieving the vision for Redhill. Proposals are set out for the key land uses and broad development capacities which are considered appropriate for each area, key principles for their design and integration with the existing character of the town centre, the necessary infrastructure requirements and likely implementation plans. They have been developed in conjunction with the vision for Redhill and in response to the findings of background studies and stakeholder consultation undertaken to date.

Development Capacity

1.3 It is important that the development capacity of the opportunity sites is optimised in order to make best use of these sites which are within the urban area and are well located in terms of existing and planned infrastructure in support of Core Strategy policy CS5 *Allocation of development*. The indicative development capacities shown in Table 1 below have been identified following spatial analysis of the physical capacity of sites likely to come forward in the plan period and their potential to accommodate the key land uses.

1.4 Detailed proposals are expected to build upon this and use innovative design solutions to make best use of the available sites having regard to related requirements for amenity space and supporting facilities as well as actual and planned transport capacity of the area. However, proposals which do not maximise the opportunities presented may be resisted. This approach will also assist in the delivery of the identified regeneration objectives.

1.5 These indicative capacity figures have been used for two transport modelling exercises; the first being a Borough wide exercise being carried out in support of the development of the Core Strategy which will identify where traffic problems are likely to accumulate. The second is a bespoke micro-simulation model for Redhill which allows for the testing of solutions to any

identified localised problems in order to support the delivery of the RTC AAP vision as set out in the introduction to this plan.

The following summary table set out the opportunity site indicative proposals promoted within this AAP.

Table 1 Sites summary table

Major Opportunity sites / Opportunity Sites (delivery in short-term 0-5years)			
Site	Priority Uses	Development Amounts	Reason for priority uses
RTC1-C: Warwick Quadrant North	Retail (convenience) and complementary uses.	Retail (convenience & comparison): 5,000sqm Hotel: 3,246sqm (98 bed) Leisure (gym): 1,604sqm	<ul style="list-style-type: none"> • Town Centre site • Existing food store • Close proximity to the high street • Already has a resolution to grant planning permission subject to the signing of a satisfactory s106 agreement.
RTC1-B: Cromwell Road	Retail (convenience)	Retail (convenience): 2,500sqm – 3,000sqm	<ul style="list-style-type: none"> • One of a limited number of sites capable of delivering a food store • In Secondary shopping area but adjacent to the primary shopping area • Would extend the retail offer
RTC1-A: Marketfield Way	Retail (comparison) with leisure and complementary uses	Retail (comparison): 4,400sqm Leisure: 3,510sqm (2,214sqm D2, 1,296sqm A3) Residential : 21 units	<ul style="list-style-type: none"> • Council owned • Most appropriate site for comparison floorspace • Fronts onto High Street • Prime retail pitch • Significant regeneration benefits
RTC1-D: Station Road, former Liquid & Envy nightclub	Residential and small scale retail	Residential: 50+ Retail: 800sqm	<ul style="list-style-type: none"> • Located opposite the train and bus stations, reducing the need to provide dedicated parking • Opportunity to re-use a locally listed building
RTC1-E: Railway station and car park	New station, residential and retail	Station Residential: 100+ units Retail (convenience): 2500sqm Hotel: 80 bed	<ul style="list-style-type: none"> • Facilitate station upgrade • Located next to the train and bus stations, reducing the need to provide dedicated parking • Flows on from an established residential area
RTC1-G: Colebrook	Residential to include extra care units in addition to community uses	Residential: 160+ units Community use: To be explored	<ul style="list-style-type: none"> • Next to an established residential area. • The future of the existing community uses is unknown at this time

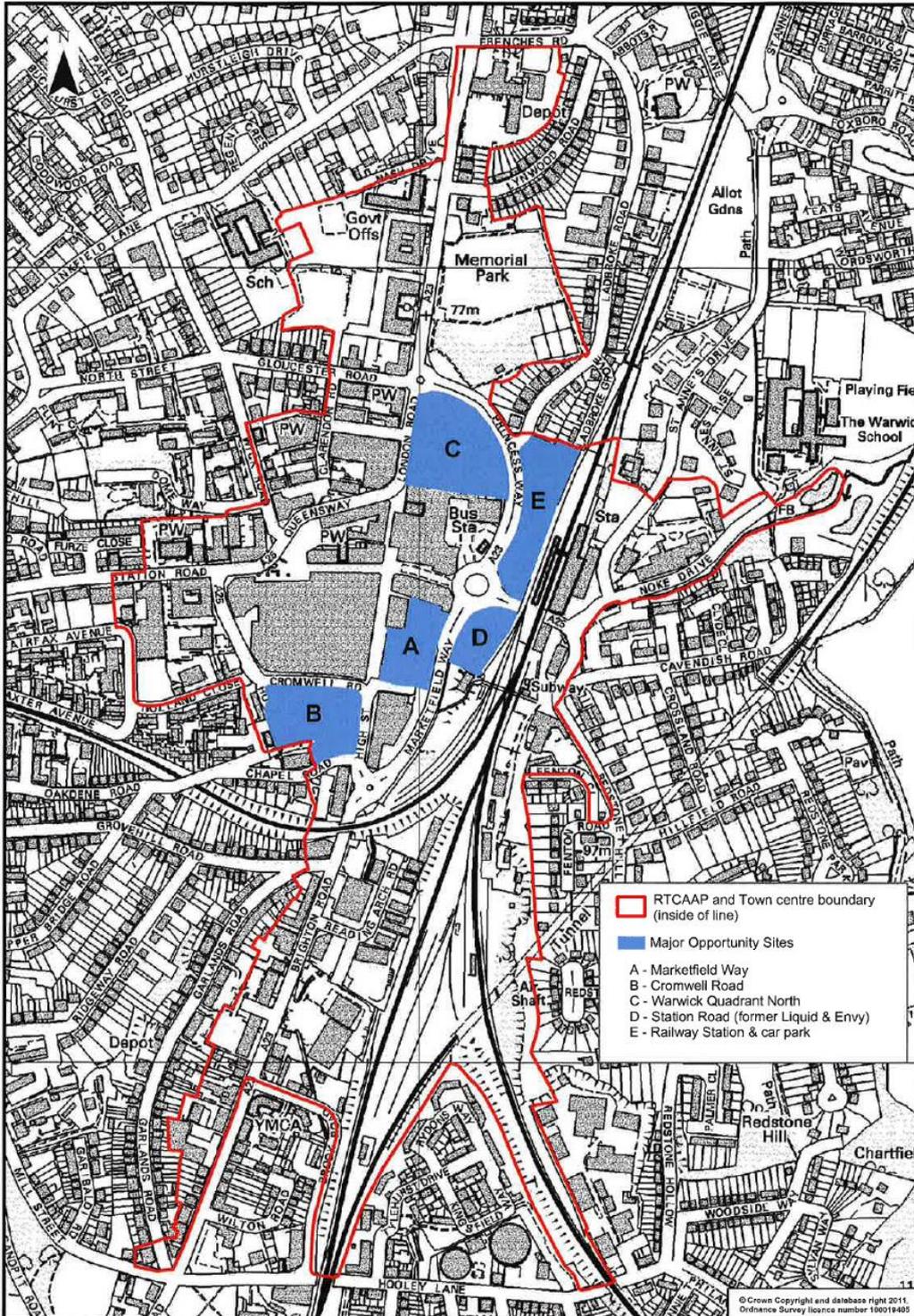
RTC1-H: Longmead Block	Residential in addition to community uses	Residential: 30+ units Community Use / Assembly & leisure use: 1263sqm	<ul style="list-style-type: none"> • Next to an established residential area. • Continued use for community uses is uncertain but anticipated
RTC1-F: Gloucester Road	Residential led mixed use	Residential: 120+ units Office: 3000sqm	<ul style="list-style-type: none"> • Council owned • Located in a transition zone (residential and office areas)
Opportunity sites (6-10years)			
Site	Priority Uses	Development Amounts	Reason
RTC1-I: Royal Mail	Residential led mixed use	Residential: 150+ Office: 2000 sqm	<ul style="list-style-type: none"> • Sustainably located • Opportunity to provide high quality living / working environment
RTC1-J: Redstone Hill	Residential led mixed use	Residential: 100+ Office: 2000sqm	<ul style="list-style-type: none"> • Sustainably located • Opportunity to provide high quality living / working environment
RTC1-K: Warwick Quadrant South	Retail expansion	Retail (comparison): 580+ sqm	<ul style="list-style-type: none"> • Potential for town centre retail expansion through bringing the shopfronts forward to building line on both London Road and Station Road
RTC1-M: Belfry Centre	Retail intensification and enhancement programme	Potential to create large units to meet operator requirements	<ul style="list-style-type: none"> • Potential to provide larger units needed to attract the mid-range multiples currently missing from the town centre offer • Potential to invest in the Cromwell Road frontage to increase activity and links to surrounding development areas • Further potential to provide additional town centre parking in the long term and provide extended parking hours to support the emerging evening economy in the town centre
Opportunity sites (11-15years)			
Site	Priority Uses	Development Amounts	Reason
RTC1-L: Central Parade, London Road	Retail expansion	Retail (comp): 130+ sqm	<ul style="list-style-type: none"> • Potential for town centre retail expansion through bringing the shopfronts forward to adjacent building lines
RTC1-N:	Long term retail	Retail (comp): At least	<ul style="list-style-type: none"> • Employment maintained in

Brighton Road (Scenario A)	location (Constant market share)	8,500 sqm	<p>the short term</p> <ul style="list-style-type: none"> • Potential for town centre retail expansion (larger scale units)
RTC1-N: Brighton Road (Scenario B)	Long term retail location (Increased market share)	Retail (comp): Up to 18,500 sqm	<ul style="list-style-type: none"> • Employment maintained in the short term • Potential for town centre retail expansion (larger scale units) on multiple levels • Potential for large scale development by an anchor tenant capable of permanently altering Redhill's market share making it a retail destination • Reliant on town centre regeneration sites coming forward first in order to establish town centre on a constant market share basis creating the necessary momentum to achieve this goal. • Site must not come ahead of town centre sites both because it would harm their delivery and the existing town centre but also because an assessment of the town centre's role and function in light of those developments will be necessary to enable the future of this site to be appropriately cast.

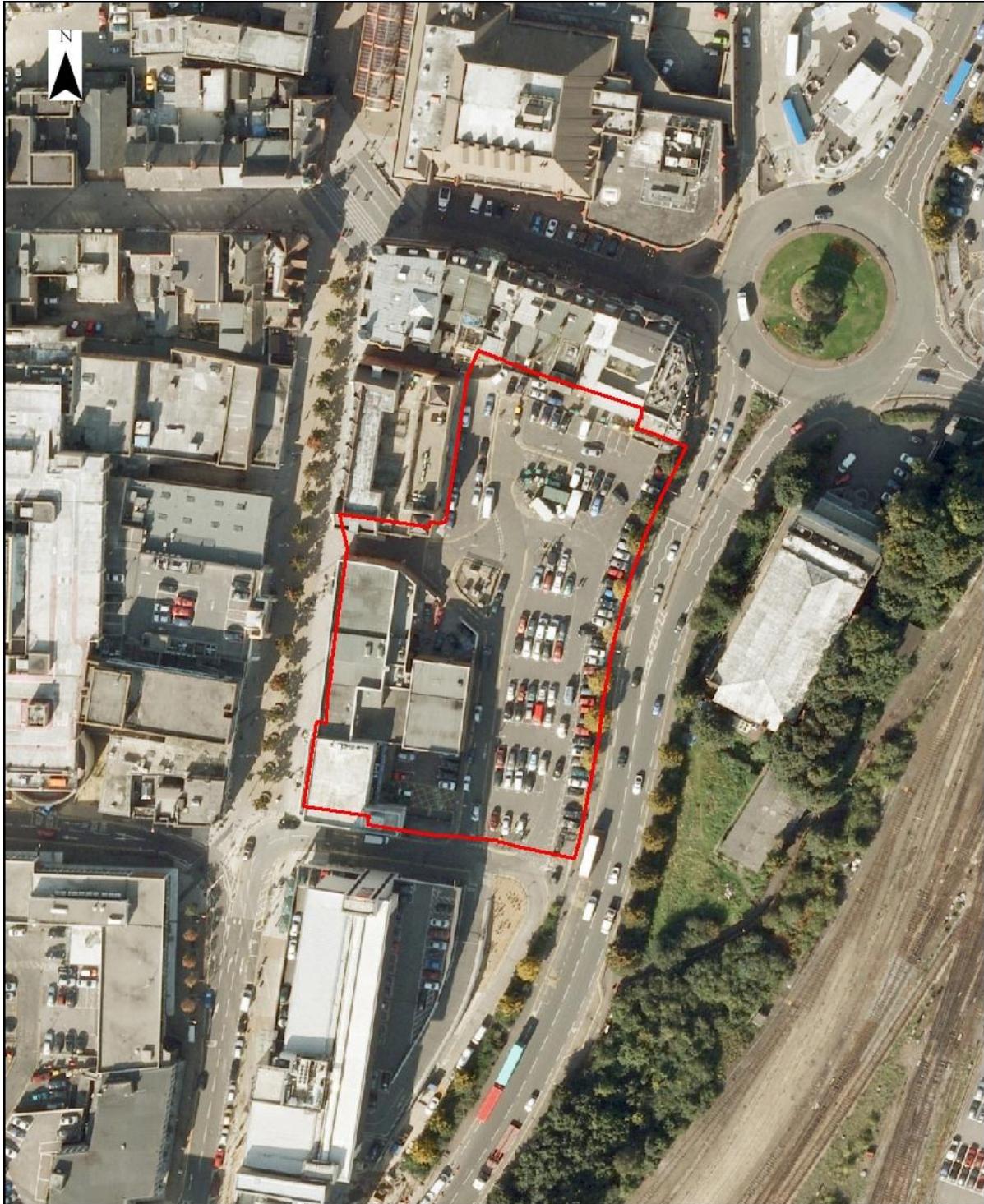
Major opportunity sites

1.6 Those sites which have the capacity to significantly deliver against the plan’s objectives and are considered to be capable of delivery within the first part of the plan period.

Major opportunity sites



A. Marketfield Way



A.1 **Vision** – The Council, demonstrating its leadership and commitment to driving forward the regeneration of Redhill will deliver a high quality, mixed use, retail led regeneration scheme which, with a leisure anchor, will act as a catalyst to create a step change in the town centre’s retail offer and transform Redhill’s evening economy. This will help establish and secure the town’s position as both a shopping and business destination of choice, as well as a desirable place to live.

A.2 **Proposals** – The Marketfield Way site and car park occupies a prominent location in the town centre, but has yet to make the most of its prime spot on Redhill’s shopping circuit. It is currently occupied by a surface level car park and has some shop units facing the High Street, but these units do not meet the size requirements of the major national retailers needed to secure Redhill’s success. The Redhill Brook runs underneath the roadway adjacent to the car park and has been known to flood.

A.3 The existing shops which front the High Street and the existing car park will be redeveloped to provide new shops at ground level facing the High Street and Marketfield Way – including a range of unit sizes to meet a variety of needs on the High Street – alongside food and drink outlets in conjunction with a leisure anchor, and on the upper floors, flats. In the event that a leisure anchor cannot be secured, due to financial viability, the residential capacity of the site should be maximised at upper floors.

A.4 As it is a prime location within Redhill – one that can be seen from both the High Street and from Marketfield Way and the railway station, the development should be designed to reflect its important position with a high standard of architectural and environmental design. The new buildings which front the High Street should be of a comparable height with adjacent buildings to avoid overshadowing the street, and the whole development should seek to ensure that the risk of flooding is addressed through on-site attenuation and resilience measures. It will also be important for development on this site to incorporate a pedestrian and visual link to Marketfield Way, and development sites beyond in order to open up the Town Centre core and to provide strong visual and pedestrian links to the bus and railway station.

A.5 **Justification** – Retail studies and town centre user surveys indicate there is a demand for larger shop units and higher specification retailers, the Marketfield Way site provides the opportunity for the town centre to expand its shopping offer (as set out in Policy RTC2-2 Improving the retail offer) and help to develop Redhill’s position as a destination for comparison shopping. The Borough is currently poorly served by cinemas and the evidence supports a requirement for extra facilities to service the local population and due to the policy support for growth, the Retail and Leisure Needs Assessment suggests that an additional facility should be directed to Redhill in the first instance. The site is close to public transport and within the town centre and therefore also presents an opportunity to provide new homes to meet housing demand and targets in an accessible and sustainable location. The delivery of a leisure anchor, and associated quality food and drink outlets, will meet the proven need and provide a sufficient cluster to create an appropriate evening economy for Redhill. This will support Redhill as both a shopping and business destination, as well as making it a more desirable place to live. Redevelopment of the Marketfield Way site in a comprehensive manner will bring significant improvements to the quality of the urban

fabric and the public realm in this key town centre location. It also presents opportunities to strengthen the sense of place in Redhill by providing restaurant uses with outside seating areas.

Policy RTC1-A: Marketfield Way

Development on this site will provide new comparison retail units which front the High Street and link to Marketfield Way, with complementary uses likely to include leisure and residential.

A development proposal for this site should;

i) deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages onto High Street and Marketfield Way, with entrances and activity on both roads. The heights of the scheme should carefully consider those of neighbouring buildings and uses, add to the distinctiveness of the town centre and integrate well with both the existing centre and other planned developments;

ii) contributes significantly to the retail offer, at least 4000sqm, containing a variety of retail spaces to suit a range of retail requirements;

iii) be a mixed use development including significant amounts of leisure and quality food and drink alongside residential uses;

iv) provide revised access arrangements from Marketfield Road and new access arrangements from Marketfield Way together with appropriate provision for taxi/private hire vehicles, cycle and pedestrian access and drop-off/pick-up points;

v) make best endeavours to secure the re-provision or relocation of market storage facilities;

vi) make best endeavours to secure the re-provision or relocation of businesses displaced by the development;

vii) provide onsite storage of surface and flood water alongside incorporating flood resistant/resilient design features given the risk of localised flooding on this site;

viii) provide on and off-site highway improvements;

ix) include low provision of residents' car parking and include secure cycle parking / storage;

x) make no provision for town centre parking;

xi) provide affordable housing within any residential element as appropriate (see Policy RTC2-6 *Housing Type*);

xii) incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);

xiii) incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see

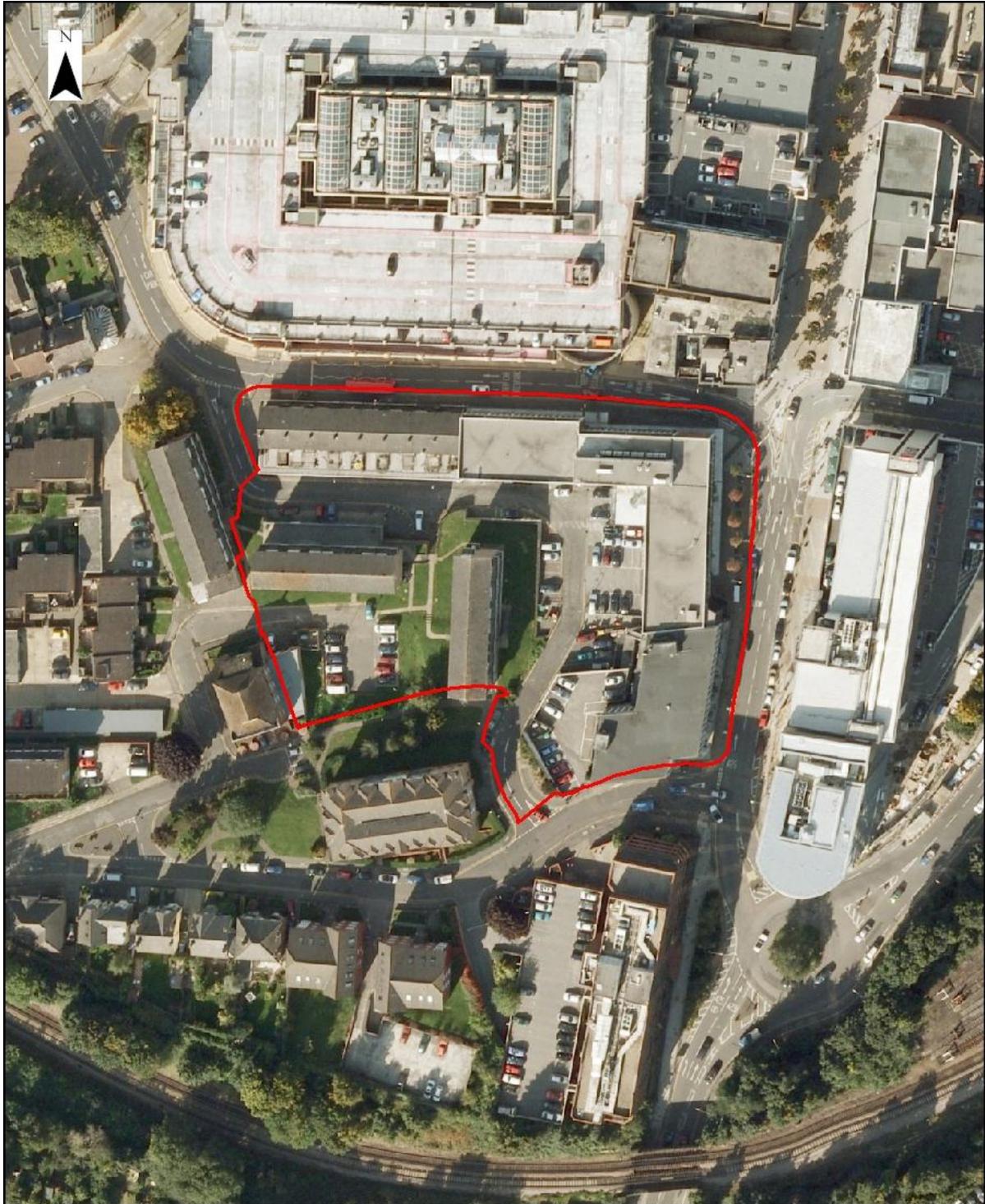
Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and

xiv) be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

A.6 **Implementation** - This policy will be implemented through:

- Site assembly - The site is in the Council's ownership subject to leasehold and other interests. The Council will conduct negotiations with the owners of these interests in order to secure a comprehensive developable plot. If this cannot be secured the Council may explore the use of compulsory purchase powers. The Council will then work with a selected developer partner to deliver the scheme;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

B. Cromwell Road



B.1 **Vision** – A new supermarket on the corner of Cromwell Road and the High Street and new cafés/restaurants on the High Street alongside retail units which extend along Cromwell Road will give this part of Redhill town centre a new lease of life. This new development, which will extend the Town Centre offer and open up the retail core, will also include a high quality public space on the Cromwell Road/High Street corner.

B.2 **Proposals** – The Cromwell Road site is currently cut off from the rest of the town centre and residential areas by the ring road. The shops and maisonettes on this site are in need of investment but the changes in land levels across the site present a significant challenge for any new development. However, the site is well placed within the town centre next to the Belfry Centre on the High Street, and represents a vital regeneration opportunity for Redhill.

B.3 Any new development on this site should respect the heights of neighbouring uses with the lowest buildings on the site's western edge (adjacent to existing homes), and medium height buildings on the northern and eastern edges so as not to overshadow Cromwell Road. The area will be complemented by the same high quality paving, lighting and street furniture scheme which will run from the High Street/Kingsgate House area through to Cromwell Road. By providing a continuous and unified street environment in this area, it is anticipated that more people will walk from the residential areas in the west (e.g. Fairfax Avenue and surrounds) into the town centre. Proposals should ensure that the scheme is presented as a seamless extension to the Town Centre core and thereby facilitate the encouragement of linked trips.

B.4 In order for this site to genuinely act as an extension to the Town Centre core active uses are to be included along both the High Street and Cromwell Road. Opportunities to secure meaningful links with the Belfry Centre and particularly the entrance on Cromwell Road should be explored. It is also important that meaningful links to, and a relationship with, the High Street primary shopping area are obtained. In this regard innovative methods of encouraging and securing linked trips, such as through the parking management plan and public realm treatment are sought.

B.5 There are a number of active uses on site at present including residential, retail, offices, food and drink outlets, as well as community uses. The range of displaced uses is to be carefully considered and relocation secured where necessary. The site is in 4 main ownerships including R&BBC and therefore requires land assembly. The potential developer is in discussions with the owners at present. Should the negotiations fail it may be necessary to secure the timely comprehensive redevelopment of this site through a compulsory purchase order. The Council is prepared to utilise its compulsory purchase powers should individual negotiations prove unsuccessful.

B.6 **Justification** – There is demand for additional supermarket provision in a superstore format – over 2,500sqm sales area – in Redhill town centre to broaden the existing town centre shopping offer (Policy RTC2-2 Improving the retail offer), and as this site – which urgently needs investment - is on the High Street, it is a good opportunity to promote this type of development.

B.7 An active Town Centre use at this location has the opportunity to reinforce the Southern gateway and revitalise this part of the Town Centre which has seen complementary investment

through the delivery of Red Central and Kingsgate House. This site is considered to be the only centrally located site capable of delivering a large scale food store necessary to deliver both the proven convenience retail need in a superstore format and increased consumer choice through the introduction of a new operator to the Town Centre. The delivery of a retail store at this location will provide a southern anchor to the main retail core to complement that offered by the Warwick Quadrant at the northern gateway to the town centre. The timely delivery of this site also fulfils an important function if the long term aspirations to create a meaningful extension to the Town Centre to the South along Brighton Road are to be realised for the benefit of the Town Centre as a whole.

Policy RTC1-B: Cromwell Road

Development on this site will provide a new supermarket store and cafés/ restaurants and retail on the ground floor, with active frontages on to the High Street and Cromwell Road to include small scale units to allow for existing occupants to remain or for new tenants.

A development proposal for this should:

- i) Deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages onto Cromwell Road and the High Street, with entrances and shopfronts on both roads. The heights of the scheme should carefully consider those of neighbouring buildings and uses, particularly existing residential development to the west and south, and should also be designed to minimise potential noise disturbance;
- ii) Provide a new supermarket store, of at least 2,500sqm, facing Cromwell Road and the High Street, with the potential for additional retail, cafés/restaurants on the High Street;
- iii) Secure off site provision, within the Borough, for the replacement in number and size of the existing affordable housing units;
- iv) Make best endeavours to secure the relocation of the existing active community uses;
- v) Make best endeavours to secure the re-provision or relocation of businesses displaced by the development;
- vi) Provide suitable on-site parking for the supermarket and include proposals to manage them in such a way as to encourage linked trips to the Town Centre;
- vii) Maximise links to alternative forms of transport given the site's accessible location by the railway and bus stations and its proximity to residential areas;
- viii) incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);
- ix) incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10

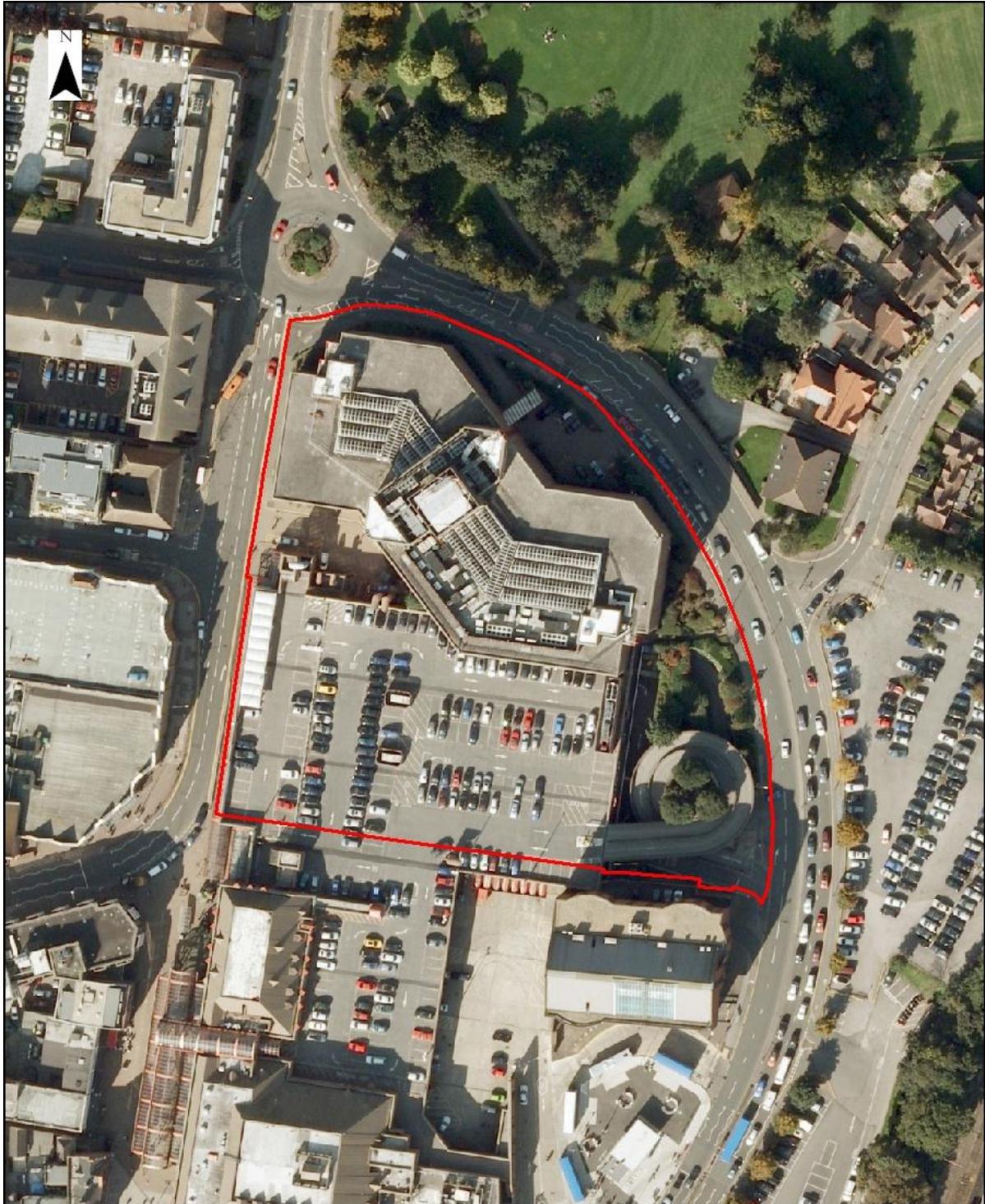
Sustainable Construction, RTC 2-9 District Heating Network, Renewable Energy and Community Energy); and

x) be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

B.8 Implementation - This policy will be implemented through:

- Partnership working with landowners/developers, Raven Housing Trust and the Council in order to secure a comprehensive developable plot. If the development site cannot be secured through negotiations the Council may explore the use of compulsory purchase powers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

C. Warwick Quadrant North



C.1 **Vision** – The Warwick Quadrant will be revitalised with additional supermarket provision supporting the Town's role as a retail destination and a desirable place to live. Redevelopment will ensure that a high quality northern gateway to the town centre is delivered alongside significant public realm enhancements to re-establish this core section of the town centre.

C.2 **Proposals** – Redevelopment proposals for this site have secured a planning committee resolution to grant permission subject to the signing of an acceptable s106. The scheme provides for an extended food store of 7,284 square metres (sqm) net sales floor area (15,093 square metres gross) over two floors. 1,216 sqm of this retail floor area would be provided on a first floor mezzanine, accessed via a travelator within the store and selling mainly comparison goods, as well as a 481 sqm restaurant. Above the new store would be a 98-bedroom hotel over two floors with ancillary facilities and a gym facility of 1,604 sqm area, again over two floors.

C.3 The permission includes a new all movements signalised junction on Princess Way, controlling the ramped access to a new 562 space car park above the redeveloped food store. The scheme will also provide 18 parking spaces outside the rear entrance to the library and Harlequin for staff and disabled visitors. The existing Sainsbury's basement car park is to be retained and refurbished, to providing town centre parking, with 40 spaces reserved for the hotel and 20 spaces provided for users of the Harlequin theatre.

C.4 The scheme includes improvements to the public realm in front of the Warwick Quadrant by extending the treatment that characterises the High Street along London Road and around to Princess Way. Also approved as part of the permission is an external refurbishment of the Warwick Quadrant building containing the library and Harlequin theatre. This would involve the removal of the existing canopy and its replacement with a more modern, streamlined, less cluttered structure and the refurbishment of the steps leading up to the first floor library and theatre amenities. The façade of the building would also be refurbished with the red framed windows re-painted a metallic grey.

C.5 **Justification** - An expanded Sainsbury's store will consolidate the primary shopping area and satisfy part of the convenience floorspace requirement for the Borough and for Redhill. This site is important as a retail destination, both comparison and convenience, as well as a cultural destination and provides opportunities to improve the public realm as well as contributing to the Town Centre parking rationalisation programme in support of the regeneration proposals for other current Town Centre parking sites. In addition to the food store scheme, there is also a medium term aspiration to bring forward the building line of the ground floor units to the building line set by the upper floors. This is to be supported not only due to the increase in needed comparison floorspace but also in order to improve the public realm and minimise opportunities for anti-social behaviour. It is particularly important that any such proposals not only address the London Road frontage but also that of Station Road as explored at policies RTC1-Q *Station Road East*, RTC1-K *Warwick Quadrant*.

Policy RTC1-C: Warwick Quadrant North

The Council will work with partners to ensure that development on this site will provide an extended supermarket store, delivering an additional 5,000sqm of retail floorspace, including the introduction of comparison goods and provision for a café and enhanced parking provision for the Town Centre alongside a new hotel and gym. Significant public realm improvements will be delivered to enhance the street level environment and provide a fitting welcome to the town centre at this gateway location of civic and cultural importance.

C.6 **Implementation** - This policy will be implemented through;

- Partnership working with the landowners/developers and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

D. Station Road (former Liquid & Envy nightclub)



D.1 **Vision** – The former Liquid & Envy nightclub site will be redeveloped to provide new residential and retail space. The site's redevelopment provides a chance to enhance the area between the railway station and Marketfield Way as part of wider improvements to buildings, spaces and the range of uses located in this area.

D.2 **Proposals** – The former Liquid & Envy nightclub is one of the first buildings people see when they arrive by train in Redhill. Although the outside entrance bears some resemblance to its original cinema function, this is largely lost in revisions made by more recent occupiers; inside a series of refurbishments have completely replaced the original structures. Similarly the Marketfield Way side of the building makes no positive contribution to the experience of walking or driving along this street. As well as considering the quality of the building, balancing the demands of a range of visitors to the town centre is at the heart of this plan and proposals for individual sites.

D.3 The existing building façade is locally listed and as such façade retention and the creation of an appropriate setting / framing of this façade will be sought with new development behind providing an opportunity to open up the Marketfield Way frontage and for the site to have a more positive relationship with its surroundings. The site is considered suitable for a residential-led scheme which would contribute to the Town Centre housing target with the inclusion of small scale retail to provide an active ground floor use in support of the delivery of the identified retail need within the smaller store format serving a more localised demand and contributing to consumer choice.

D.4 Opportunities to provide links across Marketfield Way to the opportunity site should be exploited in order to engage with the Town Centre core and provide an alternative link from the railway station to the Town Centre. Particular consideration will need to be given to the site's relationship with the Stations roundabout, especially the A25/A23 junction and pedestrian routes from the Railway station. Additionally, provision should be made for the National Cycle Route 21 that runs along Marketfield Way.

D.5 The design of new buildings will be important. Entrances should be provided facing the railway station and along Marketfield Way. With the mix of uses proposed, this ensures people will be accessing the building at different times of the day, creating a safer environment close to the station, on Marketfield Way, adjacent to the open space associated with the Redhill Youth Association Hall, and to the underpass route to Redstone Hill Railway Car Park. The height of buildings will also be important with more prominence given to the main (station) entrance and consideration given to how the buildings relate to adjacent streets so that overshadowing and the effects of 'wind-tunnelling' are minimised.

D.6 **Justification** – The former Liquid & Envy nightclub is a prominent site which has previously provided a limited role to only one part of the community with associated negative impacts. Its redevelopment will significantly enhance this part of the town centre, making it a more attractive, inclusive and safe environment for all users. The site's excellent accessibility makes it a suitable location for uses requiring good public transport connections such as retail and residential. The site is capable of contributing to the identified retail need of the town centre by providing a store of a smaller scale than other proposals contained within this plan, an active use will add to the vibrancy

of the area adjacent to the rail and bus stations, assist in opening up the retail core and contributing to countering the severance caused by the A23.

D.7 This area is an important part of the overall vision for the town centre, located between the centre's main arrival point (Policy RTC1-E Railway station and car park) and key opportunity site (Policy RTC1-A Marketfield Way). It is important that it too is transformed, contributing to the overall enhancement of Redhill's image as vibrant town centre.

Policy RTC1-D: Station Road, former Liquid & Envy nightclub

Development on this site will provide residential uses of on upper floors with ground floor retail.

A development proposal for this site should:

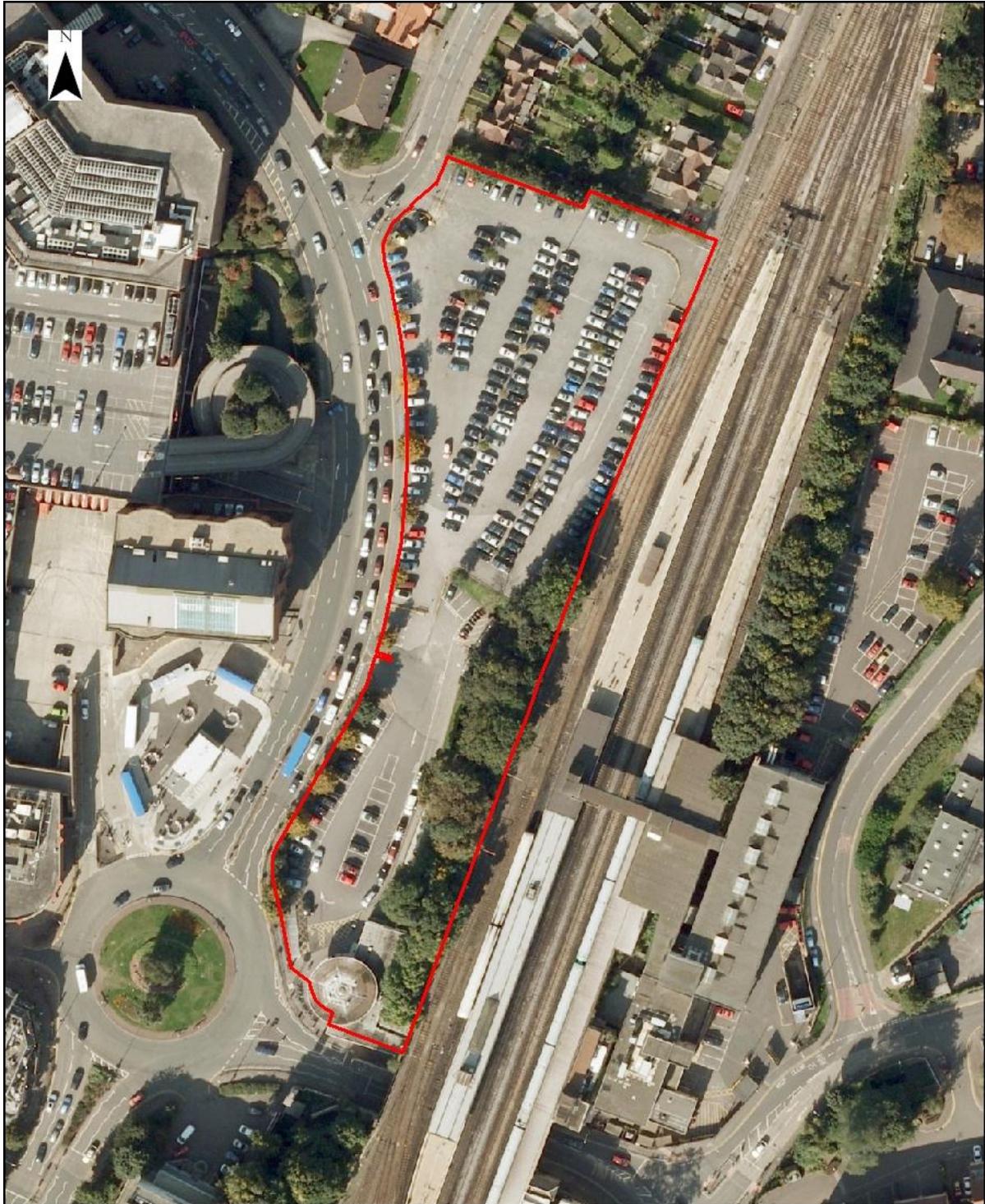
- i) Deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages facing the railway station and onto Marketfield Way, with entrances on both roads. Proposals should take into account this AAP's guidance on urban design. The residential components of the scheme should also be designed to minimise potential noise and vibration disturbance from neighbouring land uses and road and rail traffic;
- ii) Provide a welcoming and inclusive public open space facing the railway station, integrating with wider enhancements to the public realm in this area;
- iii) Provide new small scale retail facilities with ground floor access and active areas facing the railway station and along Marketfield Way;
- iv) Provide complementary uses on upper floors, such as a mix of market and shared ownership flats;
- v) Provide a welcoming and inclusive public open space facing the railway station, integrating with wider enhancements to the public realm, walking and cycling routes in this area;
- vi) Secure opportunities to enhance the adjacent green corridors and pocket park (see Policy RTC1-R);
- vii) Provide amenity space through the provision of balconies, terraces and courtyards at upper floors;
- viii) Provide limited consolidated on-site parking for the proposed retail element;
- ix) Provide low on-site parking provision for residential uses;
- x) Maximise links to alternative forms of transport given its accessible location by the railway and bus stations and proximity to residential areas;
- xi) Deliver enhanced pedestrian access with direct pedestrian crossings on the desire lines at intersections, with a particularly generous crossing outside the main railway station entrance;

- xii) provide onsite storage of surface and flood water alongside incorporating flood resistant/resilient design features given the risk of localised flooding on this site;
- xiii) incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);
- xiv) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and
- xv) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

D.8 Implementation - This policy will be implemented through;

- Partnership working with the landowners/developers and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

E. Station Site



E.1 **Vision** – As a key arrival point into Redhill town centre and an important sub-regional transport hub, the railway station will be transformed into an attractive, welcoming and easy-to-use station, with improved pedestrian links to the bus station and town centre. A landmark building above the station and a new, well designed public space outside the station entrance will clearly link the railway station, bus station and town centre. In addition, the area to the north of the station will become a mixed use development with residential, retail, food and drink and hotel uses.

E.2 **Proposals** – The railway station and car park site is one of the most important opportunities in the town centre and any new development here would allow Redhill to make its mark in encouraging high quality urban, architectural and environmental design. The current station building is in a poor condition and has unsatisfactory arrangements for step free access to the platforms. The current layout of the station and car park does not present a welcoming arrival experience into Redhill and is considered to be an inefficient use of land within this tightly constrained town centre where development needs are high. This site presents an excellent opportunity to provide new, high quality homes alongside other Town Centre uses in a highly accessible and sustainable town centre location.

E.3 The introduction of a mixture of town centre uses provides an opportunity to draw activity along Princess Way to form a meaningful link to the Northern Town Centre Gateway and Memorial Park. Additionally, windows and entrances on the road will promote safety on the street and by the rail and bus stations. The scale of any retail provision promoted at this location will need to be given careful consideration to ensure that any such proposal does not harm the delivery of, or unacceptably impact upon, sequentially preferable retail sites within Redhill. This site may also be an appropriate location to meet identified hotel demand.

E.4 Provision for taxi and ‘kiss & drop’ facilities will be required alongside significant cycle facilities in the form of a community cycle hub to complement the Local Sustainable Transport Fund bid proposals. Opportunities to maximise modal shift to public transport, walking and cycling and inter-modal switching should also be secured. An appropriate level of long stay parking provision will be provided. Opportunities to provide significant improvements to the pedestrian environment will be realised through the treatment of the public realm immediately outside the station building and beyond toward the bus station, town centre, surrounding development sites and the railway bridge.

E.5 There is an opportunity for a landmark building above the main station entrance. This location within the station cluster is identified as an area appropriate for taller buildings given its location at one of the town centre’s arrival points. The height of new development on the current station car park, adjacent to and north of the station, should be lower than that of the proposed landmark building above the station entrance.

E.6 The scale and massing of any development will need to ensure that the effects on the micro-climate of the immediate area are acceptable. In particular consideration needs to be given to its location along a strategic route, adjacent to a rail line and associated station buildings, opposite a bus station, within an Air Quality Management Area, and opposite a permitted scheme

of significant scale. In particular proposals will need to ensure that they design out the risk of wind tunnelling and enable the creation of an appropriate street level environment given the close proximity to the Town Centre core. It is also important that this site provides a fitting welcome to those visiting the Town, particularly by rail, and those viewing it at platform level.

E.7 Justification – This helps contribute towards the AAP vision and regeneration objectives by helping to deliver the much-needed railway station improvements and contributing towards addressing the severance from the town centre core caused by the ring road, particularly for pedestrians. It will also help to meet town centre housing demand and growth targets in a highly accessible and sustainable location by the railway and bus stations and close to the town centre, and will significantly improve the experience of those arriving at the railway and bus stations alongside providing for a mix of complementary uses.

Policy RTC1-E: Railway station and car park

Development on this site will contribute towards the creation of a landmark building above the station entrance and a high quality 'gateway' public space at the entrance to the railway station which links it to the bus station and town centre.

A development proposal for this site should:

- i) Deliver the railway station and transport improvements and help improve the pedestrian environment;
- ii) Deliver new development which is of a high quality in urban design, architectural and environmental standards with a landmark building above the main station entrance onto Princess Way. The residential components of the scheme should also be designed to minimise potential noise and vibration disturbance from neighbouring land uses and road and rail traffic;
- iii) Provide a mix of market and shared ownership flats on the upper floors of a new development on the current surface station car park site. Additionally hotel provision may be appropriate. At ground level, other uses such as convenience retail and café/restaurant uses should be provided, facing onto Princess Way;
- iv) Deliver enhanced pedestrian access with direct pedestrian crossings on the desire lines at intersections, with a particularly generous crossing outside the main railway station entrance;
- v) Provide onsite storage of surface and flood water alongside incorporating flood resistant/resilient design features given the risk of localised flooding on this site;
- vi) Provide or re-provide the existing long stay car parking provision;
- vii) Provide low or no on site parking provision for the proposed flats and other uses given its accessible location;
- viii) incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);

ix) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network*, *Renewable Energy and Community Energy*); and

x) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

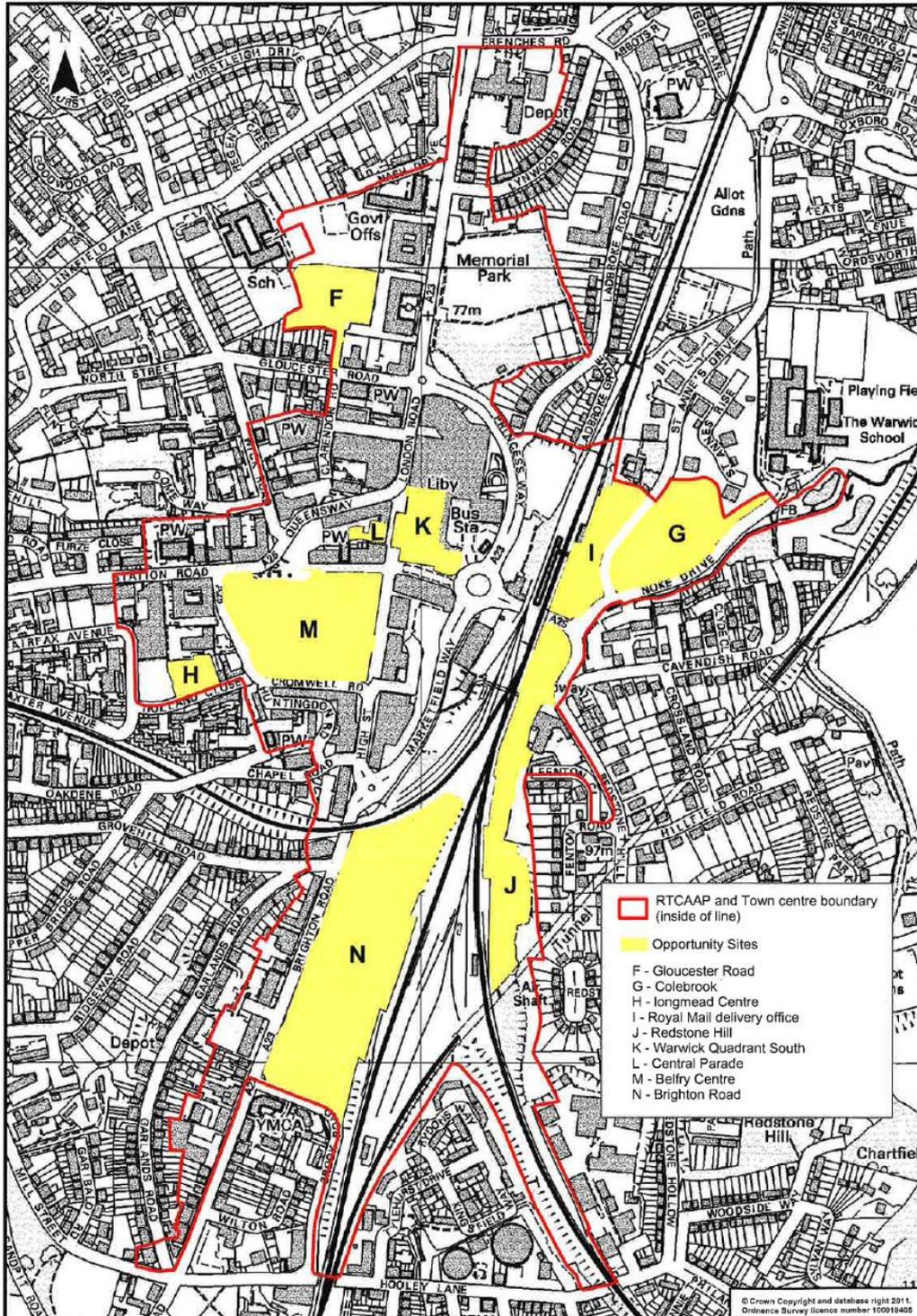
E.8 **Implementation** - This policy will be implemented through;

- Partnership working with Network Rail, any selected development partner, Southern Rail, Surrey County Council and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Opportunity sites

Those which also have the potential to deliver against the plan’s objectives, albeit on a lesser scale, within the later parts of the plan period.

Opportunity sites



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F. Gloucester Road



F.1 **Vision** – The site will be redeveloped for residential uses and will provide for offices / small business space to complement the existing offer.

F.2 **Proposals** – Gloucester Road is an existing surface level car park serving the town centre facilities, offices and commuters accessing the railway station and is seen as a transition site between the Town Centre and the established residential and office area. The proposal to deliver housing alongside business space makes good use of this well located site. The site is located adjacent to an area of urban open land designation and it is considered that it presents an opportunity to provide a high quality living / working environment. Given the flood risk it is considered that a design solution could be achieved to deliver a scheme potentially with offices / open space / car parking provided on the portion of the site at the highest risk of flooding.

F.3 In the current economic climate interest in business uses is uncertain. However, the Core Strategy makes provision for additional supply of office floorspace over the lifetime of the plan, and this site represents a significant opportunity to contribute to the delivery of the office floorspace target. Therefore the requirement for the Gloucester Road site to make such a contribution will be kept under review given its proximity to the run of office uses along the London Road/A23. The potential for a vertical mixing of uses will be explored to enable the delivery of small to medium sized flexible office space without compromising the residential capacity of the site.

F.4 Additional considerations include the potential to deliver flood storage mechanisms in this location, reducing the impact of surface water run-off elsewhere in the town centre.

F.5 **Justification** – The Parking Management Strategy demonstrates that this surface car park is not needed over the life time of the plan due to the level of existing spare capacity, the provision of additional town centre parking as part of the Warwick Quadrant redevelopment and other town centre opportunities. As such it is considered that the surface car park use represents an underutilisation of such a centrally located site which is capable of making a significant contribution towards the Borough's development needs.

Policy RTC1-F: Gloucester Road

Development on this site will provide new mixed tenure residential units and flexible office space.

A development proposal for this site should:

- i) Deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages and entrances facing surrounding streets. The residential components of the scheme should also be designed to minimise potential noise disturbance from neighbouring land uses and traffic;
- ii) Provide limited on-site parking provision for residential uses;
- iii) Incorporate flood resistant/resilient design features and is adaptable to the potentially adverse impacts of climate change;

- iv) Consider opportunities for flood water storage for the wider town centre;
- v) Incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);
- vi) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network*, *Renewable Energy and Community Energy*); and
- vii) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

F.6 **Implementation** - This policy will be implemented through;

- Partnership working between any selected development partner and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the commercial needs of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

G. Colebrook Site



G.1 **Vision** – The Colebrook site will make full use of its position adjacent to the railway station and on the edge of the town centre. The Colebrook site will be redeveloped predominantly as a focus for community services and housing, potentially including extra care accommodation.

G.2 **Proposals** – The site is currently underutilised even though it occupies an important position at the eastern entrance to the town centre and railway station. The redevelopment will significantly enhance the built environment in this location, whilst meeting demand for a range of uses. This site has the potential to provide a ‘community hub’ for the Redhill Town Centre with the ability to provide complementary residential units within the scheme. Some of the displaced community uses in the Town Centre could be relocated to this site.

G.3 The Colebrook site is within Surrey County Council’s (SCC) ownership and it is anticipated that it will become available for development through the planned SCC service review. The remaining existing occupiers are scheduled for relocation subject to an alternative location being found. At present the need for continued use / re-provision of the community uses is unknown.

G.4 Should an ongoing need for community uses on the site be identified, redevelopment will focus on the provision of a range of community services and facilities, potentially including provision for health, education and voluntary sector organisations, and possibly including those relocated from the Cromwell Road Area. In this scenario the complete loss of community uses from the site will not be accepted unless an acceptable relocation strategy is in place. To enable the delivery of these facilities, residential development of mixed tenure and types is also supported on the site. Consideration should be given to provision of extra care and supported housing to meet local demand. Notwithstanding this, the Council understands the tighter fiscal limitations on public sector provision of such facilities and as such recognises the implications this could have on the financial viability of such a scheme.

G.5 In the event that continued use of the site for community uses is deemed either unnecessary or financially unviable, the preferred redevelopment priority would be for wholly residential uses to contribute to the borough housing target.

G.6 It is considered that this site presents a real opportunity to provide high quality living / working environment. In particular it is perhaps one of the few of the town centre sites which may be capable of delivering family houses complemented by some flats. The site sits within the flood catchment of the Redhill Brook and so buildings will need to be designed sensitively to reduce potential impacts both on and off site. As a result, it may not be possible to optimise use of the site with a solely residential scheme given the flood risk, but it is considered that a design solution could be achieved to deliver either a solely flatted scheme, a mixed house/flatted scheme or houses with open space provided on the portion of the site at risk of flooding.

G.7 **Justification** – The site is prominently located on the eastern edge of the town centre adjacent to the railway station and established residential areas. Their redevelopment will enhance the image of this side of the town centre, as well as helping to deliver accommodation for much needed services and facilities for the town as a whole.

Policy RTC1-G: Colebrook

Development on these sites will provide space for community facilities and voluntary services and new mixed tenure residential units, including consideration of extra care provision.

A development proposal for this site should:

i) Deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages and entrances facing surrounding streets. Proposals should take into account this AAP's guidance on urban design. The residential components of the scheme should also be designed to minimise potential noise disturbance from neighbouring land uses and traffic;

ii) Provide new space for community and voluntary sector services, complemented by new housing including potential for extra care provision;

iii) Provide limited consolidated on-site parking for the non-residential uses;

iv) Provide low/no-site provision for residential uses;

v) Demonstrate that any impact on the route or flood catchment for the Redhill Brook will be mitigated to ensure there are no adverse impacts on or off site;

vi) Incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);

vii) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and

viii) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

G.8 Implementation - This policy will be implemented through:

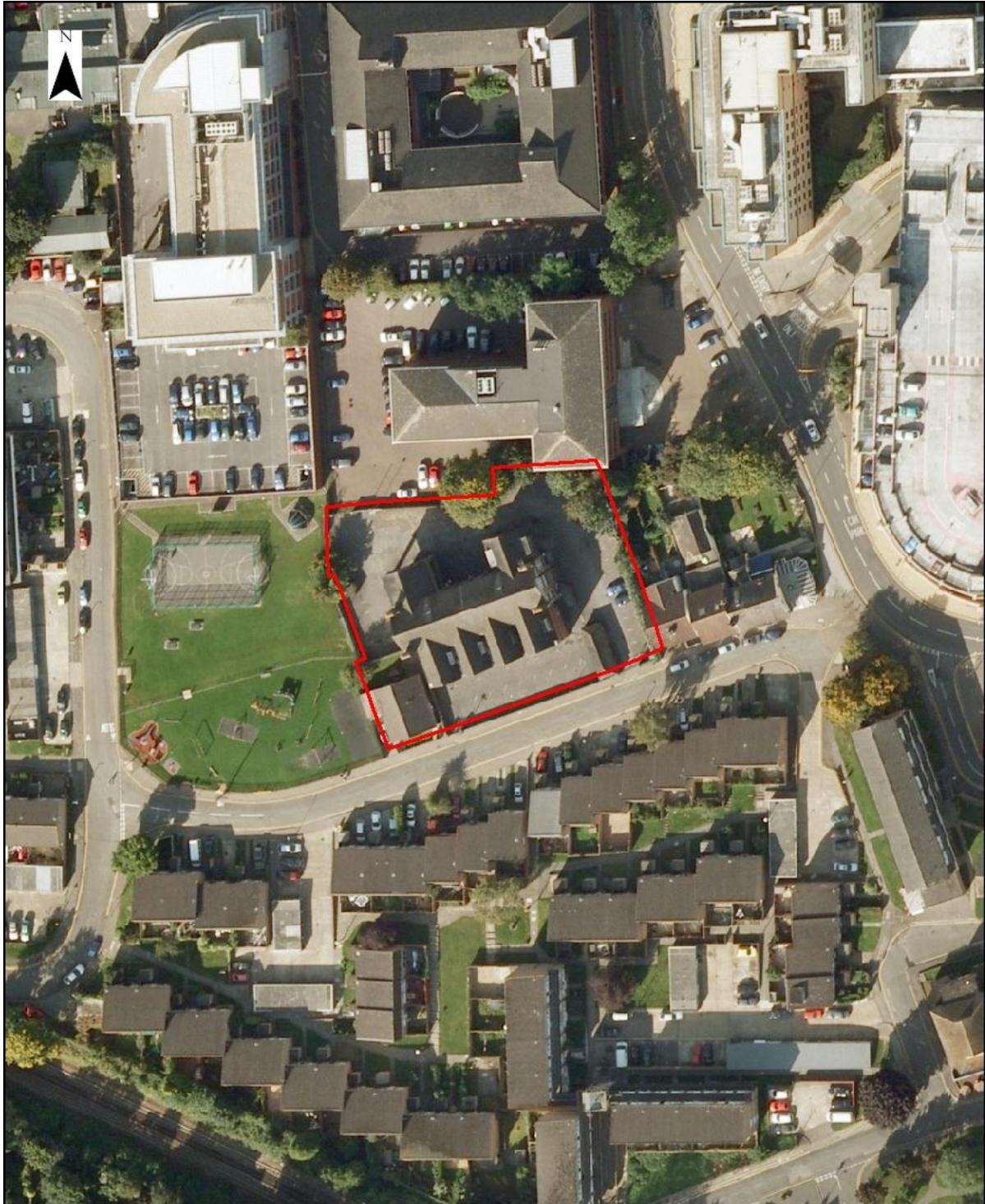
- Partnership working with Surrey County Council and any selected development partner / subsequent landowner;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B);
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan; and

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- East Surrey Housing Extra Care Strategy.

H. Longmead Block



H.1 **Vision** – The ‘Longmead Block’ will provide for continued local community uses, and a number of new homes to integrate it with established residential areas whilst strengthening its relationship with the town centre core.

H.2 **Proposals** – The Longmead Block is located in a transition zone between established office and residential areas and was previously used as an Arts and Cultural Centre until 2007 when it closed. Given its established use the site is linked, in part, to the development of the Cromwell Road site as potentially providing for the delivery of displaced community facilities. Any re-use / redevelopment should also contribute to the delivery of housing which could, in part, support its continued community use.

H.3 At present the need for continued use / re-provision of community uses is unknown. The complete loss of community uses from the site will not be accepted unless it can be demonstrated that the site is redundant for these uses. A statement setting out an assessment of need for such facilities will be required. Notwithstanding this the Council understands the tighter fiscal limitations on public sector provision of such facilities and as such recognises the important role financial viability in any such assessment. Should the sites continued use for community uses prove unviable the preferred redevelopment priority would be for residential uses to contribute to the housing target. Subject to the operational requirements of any identified community use, serious consideration should be given to the conversion, or partial redevelopment, of the existing buildings before total redevelopment is sought. The re-use of the existing building would contribute to maintaining some of the historic character of the Town Centre whilst supporting sustainable design and construction objectives through effective resource management.

H.4 **Justification** – The provision of local services and facilities are vital to supporting existing and new communities. If needed a multifunctional community centre could play an important role in the community to the west of Redhill town centre, as will new and enhanced public spaces.

Policy RTC1-H: Longmead Block

Development on this site will provide a new multifunctional community facility, and new mixed tenure residential units.

A development proposal for this site should:

- i) Provide a new multifunctional community centre, through the conversion, partial or total redevelopment of the existing Longmead Centre, to meet local demand for community facilities;
- ii) Deliver new mixed tenure residential units;
- iii) Enhance existing public spaces adjacent to the Longmead Centre and at the corner of Holland Close and St. Matthew’s Road;
- iv) Explore the potential of refurbishing existing buildings;
- v) Provide limited consolidated on-site parking for the non-residential uses;

- vi) Provide no/low on-site parking provision for residential uses;
- vii) Incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);
- viii) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and
- ix) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

H.5 **Implementation** - This policy will be implemented through:

- Partnership working with Surrey County Council and any selected development partner / subsequent landowner;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

I. Royal Mail Site



I.1 **Vision** – The Royal Mail site will make full use of its position adjacent to the railway station and on the edge of the town centre. The Royal Mail site will be redeveloped to provide highly accessible commercial space alongside residential development.

I.2 **Proposals** – The site is currently underutilised even though occupies an important position at the eastern entrance to the town centre and railway station. The redevelopment will significantly enhance the built environment in this location, whilst meeting demand for a range of uses.

I.3 The introduction of commercial space, including start-up units, will meet potential future demand and make the most of the site's significant transport connections. The commercial uses also allow for semi-active frontages in this town centre transitional area as well as providing opportunities for design solutions to enable any potential noise and vibration effects to be mitigated. Additionally, the vertical mixing of uses will allow for the delivery of needed residential development on upper floors. Access to the railway platforms will be safeguarded to ensure that any future rail-related programmes can be delivered. Improvements to the associated sidings will be required as they are currently in a poor state of repair and provide a weak impression of the town for visitors and those passing through the station. Additionally, as the site sits within the flood catchment of the Redhill Brook, buildings will be designed sensitively to reduce potential impacts both on and off site.

I.4 Subject to Royal Mail not requiring the site for operational purposes / relocation being achieved, which is not being actively pursued at present, the site is expected to be delivered within a 5-10 year timescale. This has the benefit of allowing for an assessment of the need for and the requirements of office / business space in the Town Centre during the latter part of the plan period. This will enable consideration of the economic climate at that time and the market recovery in respect of demand for office / business space as well as an understanding of future business models in terms of advancing working practices.

I.5 **Justification** – The site is prominently located on the eastern edge of the town centre adjacent to the railway station and established residential areas. The redevelopment will enhance the image of this side of the town centre, as well as helping to deliver accommodation for needed residential and employment uses.

Policy RTC1-I: Royal Mail

Development on this site will provide new commercial space, including start-up units and new mixed tenure residential units.

A development proposal for this site should:

- i) Deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages and entrances facing surrounding streets. The residential components of the scheme should also be designed to minimise potential noise and vibration disturbance from neighbouring land uses and road and rail traffic;

- ii) Provide new commercial space for start-up units and larger footprint offices alongside residential development at upper floors;
- iii) Provide limited consolidated on-site parking for the non-residential uses;
- iv) Provide low/no on-site parking provision for residential uses;
- v) Secure improvements and safeguard access to the railway station and platform in case of future demand;
- vi) Demonstrate that any impact on the route or flood catchment for the Redhill Brook will be mitigated to ensure there are no adverse impacts on or off site;
- vii) Incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);
- viii) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and
- ix) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

1.6 Implementation - This policy will be implemented through:

- Partnership working with Network Rail, Royal Mail and any selected development partner / subsequent landowner;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the commercial needs of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

J. Redstone Hill



J.1 **Vision** - This site will make full use of its position adjacent to the railway station and on the edge of the town centre. It will be redeveloped to provide highly accessible commercial space alongside residential development and continued long stay parking provision, enhancing the image of this side of the town centre, as it is visible from the rail network.

J.2 **Proposals** – The site is currently underutilised even though it occupies an important position at the eastern entrance to the town centre and railway station with direct access to the town centre core through a pedestrian underpass. The redevelopment will significantly enhance the built environment in this location, whilst meeting demand for a range of uses.

J.3 The introduction of commercial space, including start-up units, will meet potential future demand and make the most of the site's significant transport connections. Additionally, the vertical mixing of uses will allow for the delivery of needed residential development on upper floors.

J.4 The site will provide a much needed contribution to the housing supply in Redhill at a highly accessible location. The adjacent wooded green space has the potential to provide a 'green lung' in the Town Centre providing visual and physical amenity. Additionally, the existing long stay parking provision is considered important, and tandem consideration must be given to any proposals brought forward for the Station Car Park site. The unsubstantiated loss of long stay parking will be resisted unless adequate alternative provision or suitable measures to reduce demand are put in place. The mix of uses sought for this site provides an opportunity for innovative design solutions to ensure that any noise and vibration disturbance from the adjacent rail line doesn't prevent the achievement of a high quality living environment for the residential component.

J.5 As with the Royal Mail site the delivery of this proposal is promoted within the second tranche of sites and therefore has the benefit of allowing for an assessment of the need for and the requirements of office / business space in the Town Centre during the latter part of the plan period. This will enable consideration of the economic climate at that time and the Town recovery in respect of demand for office / business space as well as an understanding of future business models in terms of advancing working practices.

J.6 **Justification** – The site is well located on the eastern edge of the town centre adjacent to the railway station and established residential areas. The redevelopment will enhance the image of this side of the town centre, as it is visible from the rail network, as well as helping to deliver accommodation for needed residential and employment uses.

Policy RTC1-J: Redstone Hill

Development on this site will provide new commercial space, including start-up units and new mixed tenure residential units.

A development proposal for this site should:

i) Deliver new development which is of a high quality in urban design, architectural and environmental standards with strong building frontages. The residential components of the

scheme should also be designed to minimise potential noise and vibration disturbance from neighbouring land uses and road and rail traffic.

ii) Provide new commercial space for start-up units and larger footprint offices on the Redstone Hill site alongside residential development at upper floors;

iii) Provide limited consolidated on-site parking for the non-residential uses;

iv) Provide low/no on-site parking provision for residential uses;

v) Secure enhancements to the adjacent wooded green space and explore opportunities to secure open access;

vi) Secure the retention / re-provision of the onsite long stay parking or put in place measures to effectively reduce demand;

vii) Incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);

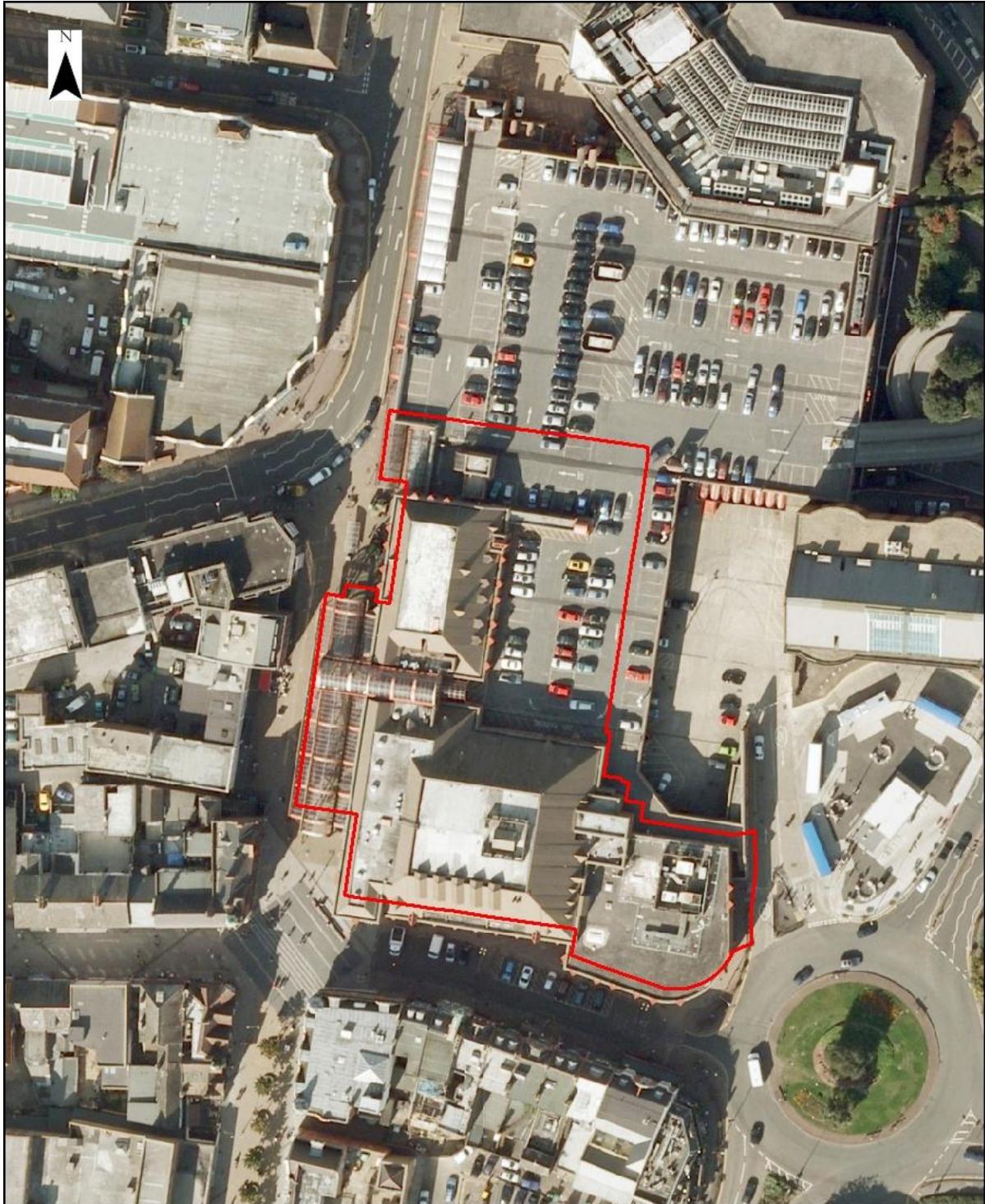
viii) Incorporate sustainable forms of construction, energy conservation measures and renewable energy and where possible include opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and

ix) Be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

J.7 Implementation - This policy will be implemented through:

- Partnership working with Network Rail and any selected development partner / subsequent landowner;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the commercial needs of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

K. Warwick Quadrant South



K.1 **Vision** – To complement the development being secured as part of the Warwick Quadrant North proposals the remainder of the site will be enhanced through the expansion of existing retail units at the ground floor into the High Street and Station Road to meet the needs of larger retailers alongside the refurbishment of the civic and cultural facilities.

K.2 **Proposals** - There are a number of items that can be delivered in the short term at this location. The Sainsbury's redevelopment proposals which have secured a planning committee resolution to grant permission subject to the signing of an acceptable s106 secures improvements to the canopy, paving and planters, refurbishment of the stepped access to the Harlequin and Library and improved Town Centre parking provision through the reallocation of the existing basement car park. As set out in the Corporate Plan the Council has committed to an upgrade programme for the Harlequin which will secure the refurbishment of the front of house area including the foyer, toilets and catering service counter and bar, replacement of catering equipment, a more efficient heating and ventilation system, leading to potential utility savings and other minor works.

K.3 In the medium-long term the ground floor shops can be expanded by bringing the shop fronts forward to the building line along both the London Road and Station Road elevations. This will provide additional retail floorspace, and a more animated street frontage, and an opportunity to tackled actual and perceived incidents of antisocial behaviour and crime.

K.4 **Justification** – the library, theatre and cinema facilities are the main components of Redhill's existing cultural offer, and they will continue to be important in attracting residents and visitors to the town centre as it grows.

K.5 This area has an important part to play in the improvement of the town centre, as it is a key area between the railway and bus stations and the High Street. Works at this site can improve the image of Redhill as an attractive place to live, work and visit.

Policy RTC1-K: Warwick Quadrant South

Development on this site will provide new and improved public realm, enhanced library, theatre and cinema facilities for the town centre and the improvement and expansion of existing retail units.

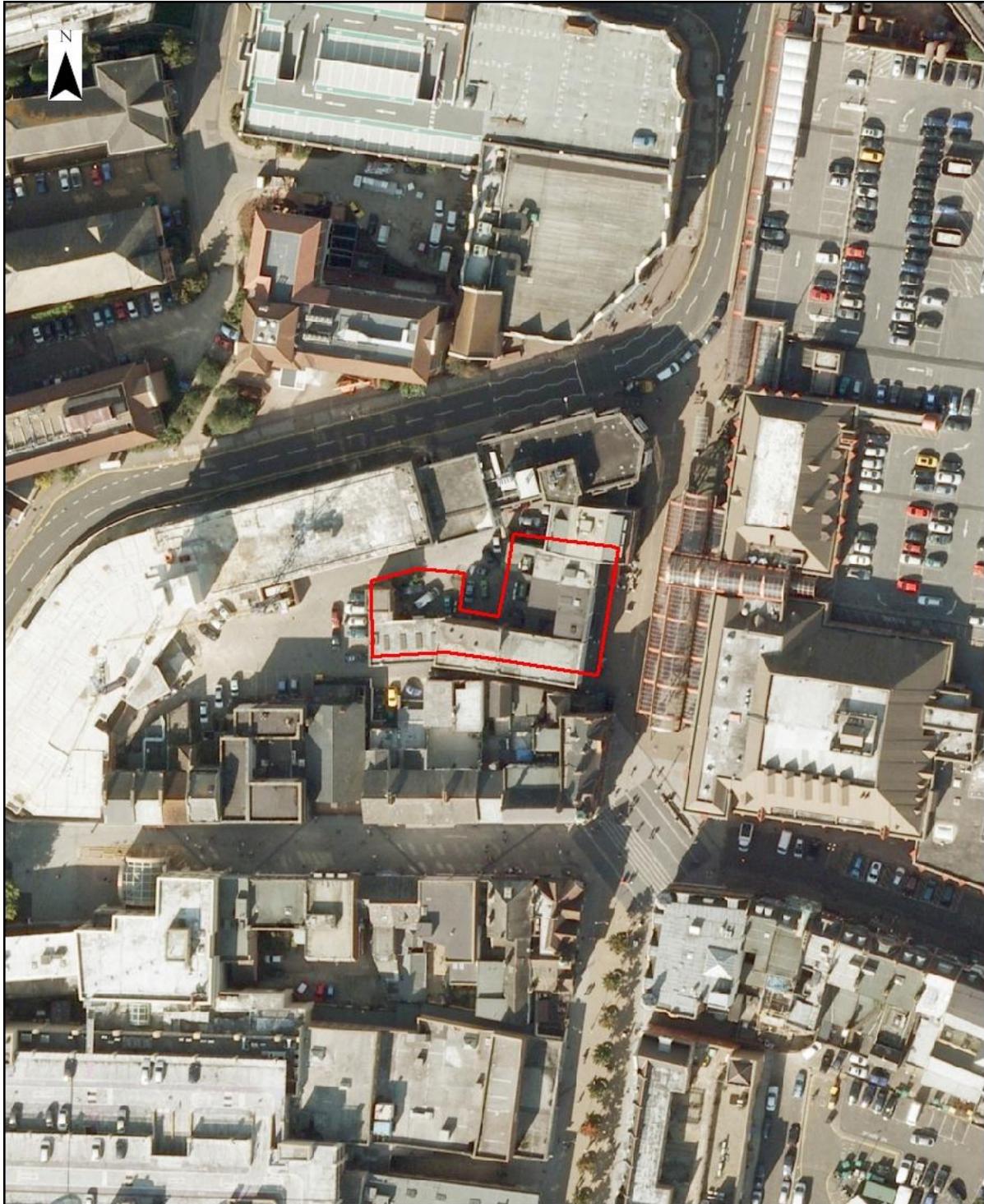
A development proposal for this site should:

- i) Provide a welcoming and inclusive public open space on the High Street with the removal of the existing canopy structure and high quality public realm treatment;
- ii) Provide improved library, theatre and cinema facilities to improve the visitor experience;
- iii) Provide enlarged retail units on the High Street and Station Road to meet modern retailer demands; and
- iv) Explore opportunities to improve the public realm on Station Road in line with Policy (see policy RTC1-Q *Station Road East*).

K.6 **Implementation** - This policy will be implemented through:

- Partnership working with Aviva, Sainsbury's, Surrey County Council and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

L. Central Parade, London Road



L.1 **Vision** – The ground floor shops will be expanded into the London Road Frontage to create larger units in order to better meet the needs of retailers.

L.2 **Proposals** - The ground floor shops can be expanded by bringing the shop fronts forward to the building line of adjacent units along the London Road elevations. This will provide additional retail floorspace, helping secure its role as a prime pitch location and providing a more animated street frontage. This site also presents an opportunity to tackle actual and perceived incidents of antisocial behaviour and crime associated with the adjacent 'grot spot' alley between London Road and the rear of Nobel House.

L.3 **Justification** – Modest retail expansion at this location can make a contribution to the identified retail need, whilst providing the opportunity to bring forward much needed public realm improvements.

Policy RTC1-L: Central Parade, London Road

Development on this site will provide additional retail floorspace along this important retail frontage.

A development proposal for this should:

- i) provide enlarged retail units on the High Street to meet retailer demands; and
- ii) include measures to improve the adjacent 'grot spot'.

L.4 **Implementation** - This policy will be implemented through:

- Partnership working with the landowner /developer and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

M. Belfry Centre



M.1 **Vision** – The Belfry Centre will be retained and enhanced, consolidating it as the town centre's main focus for shopping. A programme of enhancements will be implemented to improve each of the centre's entrances and, therefore, its relationship with the streets and activities outside. Additionally alterations to provide larger unit sizes to better meet the comparison retail need identified for the Town Centre will be sought. The shopping centre's car parking will be utilised to provide for the wider needs of the town centre, particularly visitors to new uses at Marketfield Way and beyond.

M.2 **Proposals** – The Belfry Centre dominates the town centre in terms of its size and also the amount of shops provided within it. It is an important asset for the town and should be enhanced as part of improvements to the town centre's shopping offer. However, it does need to be better integrated with its surrounds, to encourage people to visit and use other parts of the town centre.

M.3 The existing units are considered small by modern retailers and a programme to provide enlarged units to meet operator requirements should be pursued. Additionally a programme of enhancements to the shopping centre's entrances will help its integration. The main entrance to the High Street will be retained and enhanced to provide direct access into the centre and opportunities for a range of prominent shopping units. Improvements will be phased to relate to the proposals for new shopping units, café/restaurants and leisure uses, on the other side of the High Street (as established in Policy RTC1-A Marketfield Way).

M.4 At the Station Road entrance, access improvements coupled with the introduction of café/restaurant uses will contribute to the definition of this area as a 'restaurant quarter', attracting a range of users into the town centre, including families in connection with the public realm improvements being delivered in association with the Nobel House development (see Policy RTC1-P Station Road West).

M.5 At the Cromwell Road entrance, access improvements will be delivered alongside enhancements to the window frontages. Occupiers will be encouraged to create entrances and windows that face onto the street, improving the relationship with proposals for the Cromwell Road site, which include a new supermarket and smaller units facing the Belfry Centre (as established in Policy RTC1-B Cromwell Road).

M.6 The Belfry Centre has significant multi-storey parking provision which, outside of peak times, is largely underutilised. As part of the shopping centre's more integrated role within the town centre, parking will be provided for users of other town centre areas, including Marketfield Way and beyond. This will provide a consolidated, accessible focus for parking provision in the High Street part of the town centre. Any proposals to enhance the parking provision through the introduction of additional levels to the existing multi-storey will be considered, additionally the availability of the parking provision out of standard store hours to the benefit of the wider strategy for encouraging family friendly evening economy should be explored and secured.

M.7 **Justification** – The Belfry Centre plays an important role in the town centre, but to achieve improvements to the shopping centre's position and offer, it must become more integrated with the wider town centre. This will encourage visitors to use more facilities, spend longer in the town

centre and, therefore, spend more money, supporting local businesses. By focusing on the areas around the shopping centre's entrances and the relationship with neighbouring proposals for new development, the Belfry Centre can continue to be a key part of the town centre's increasingly diverse shopping offer.

Policy RTC1-M: Belfry Centre

The shopping centre will be retained and enhanced with specific improvements to its entrance areas and integration of its parking provision as part of the town centre parking strategy.

Enhancements to the centre should demonstrate that they:

- i) Deliver improvements to the design, access and use of each of the centre's entrances, including adjacent units, specifically integrating with proposals for the High Street and Cromwell Road shopping areas and Station Road enhancement area. This should include strengthening access into the centre and window frontages onto each street, as well as the introduction of appropriate occupiers for units in the vicinity of each entrance, particularly café/restaurant occupiers in units fronting the western end of Station Road;
- ii) Provide larger units to meet operator requirements in support of improved retail provision;
- iii) Provide a welcoming and inclusive public open space along the High Street, integrating with wider enhancements to the public realm in this area;
- iv) Integrate existing parking provision with the needs and demands generated by other town centre uses, particularly those proposed for Marketfield Way and Cromwell Road; and
- v) Explore opportunities for on-site energy generation.

M.8 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

N. Brighton Road



N.1 **Vision** – This site, at a prominent location at the south entrance to the Town Centre, presents significant opportunities to secure the long term viability of the town centre as a destination of choice through timely retail expansion in support of a successful town centre core.

N.2 **Proposals** – At present the site is an edge of centre location and provides small industrial business units, mostly in automotive based business use, motorcar showrooms, offices and some retail. The majority of the site is in a tired state but serves a meaningful purpose currently. On the portion closest to the town centre, bounded by Reading Arch Road, the car showroom provides a screen to the uses behind but still does not provide a fitting approach to the town centre gateway along this important approach route nor does it maximise the sites capacity potential. In the short term the existing uses should remain. Any planned loss of the employment uses will need to be accounted for as the Core Strategy has established a Borough-wide growth target for such uses. Any long term redevelopment should secure the relocation of the active uses to suitable alternative premises elsewhere in the Borough. This site should not be brought forward until the core Town Centre sites have been developed and optimised in accordance with the strategy set out in this plan. Premature development of this site could permanently affect the achievement of the vision for Redhill.

N.3 Once the Town Centre sites have been delivered an appropriate edge of centre use will be suitable to complement the existing Town Centre offer. It is considered that appropriate development at this site can in time form an extension to the Town centre. Any such development will be required to provide meaningful links to the existing Town Centre and significant improvements to the pedestrian environment to facilitate linked trips in addition to other innovative solutions to assist the town centre in forming a cohesive whole.

N.4 **Justification** - In the longer term this site represents one of the only potentially suitable retail expansion locations for larger scale units to complement the high street offer. This site has the potential to deliver additional comparison retail floorspace either in a warehouse / retail unit format or, in the event that the Town Centre regeneration programme has secured a competitive position in the marketplace fitting with the centre's role within both the Borough and Regional retail hierarchy and its status as a transport hub, this site has the potential to deliver a 'game changing' development capable of permanently altering Redhill's market share and establish it as a sub-regional retail destination. Any such development could provide for a mix of uses complementary to the Town Centre. Redevelopment will be resisted, on the grounds of prematurity, until the Council is satisfied that the Town Centre core enhancement programme is secure. This will enable the right development to be secured on this site at the right time. Further guidance will be provided in reporting on the monitoring points put in place to inform the review of this position as outlined in Appendix D *Monitoring Framework*.

N.5 This site should not be brought forward until the core TC sites have been optimised. It may then form the only suitable retail expansion location for larger scale units to complement the high street offer. It is essential that this not be pursued in advance of Marketfield Way as it would represent too great a challenge to securing the right operators best able to help facilitate regeneration objectives.

Policy RTC1-N: Brighton Road

In the initial part of the plan period this site will be preserved as an employment area, business area and bulky goods retail area as defined on the Proposals Map.

Re-development at this location will be resisted until the monitoring points included at appendix D have been satisfied, triggering the release of this site for development.

At an appropriate stage during the plan period development on this site will provide a new comparison retail units which front Brighton Road and link to the High Street. Complementary uses such as residential at upper floors will be looked upon favourably so long as the retail capacity of the site is optimised. A development proposal for this site should:

- i) deliver a high quality development that contributes significantly to the retail offer (at least 8,500 sq.m.) and the distinctiveness of the town centre and integrates well with the existing centre and planned developments;
- ii) provide a variety of retail spaces to suit a range of retail requirements;
- iii) secure improvements to the route to the town centre core;
- iv) include enhancements to the culvert running through the site in order to incorporate and enhance the Green Infrastructure opportunities;
- v) relocate businesses displaced by the development;
- vi) provide onsite storage of surface and flood water alongside incorporating flood resistant/resilient design features given the risk of localised flooding on this site;
- vii) provide of on and off-site highway improvements;
- viii) provide of low residents' car and cycle parking including secure cycle storage within any residential element;
- ix) include low provision of retail / town centre parking;
- x) provide affordable housing within any residential element;
- xi) incorporate green infrastructure (see Policy and RTC2-10 *Promoting the enhancement of Green Infrastructure Appendix A urban design principles*);
- xii) incorporate sustainable forms of construction, energy conservation measures and renewable energy including opportunities for on-site energy generation (see Policy CS10 *Sustainable Construction*, RTC 2-9 *District Heating Network, Renewable Energy and Community Energy*); and
- xiii) be accompanied by an appropriate contribution package (see Policy RTC 2-14 *Developer Contributions*).

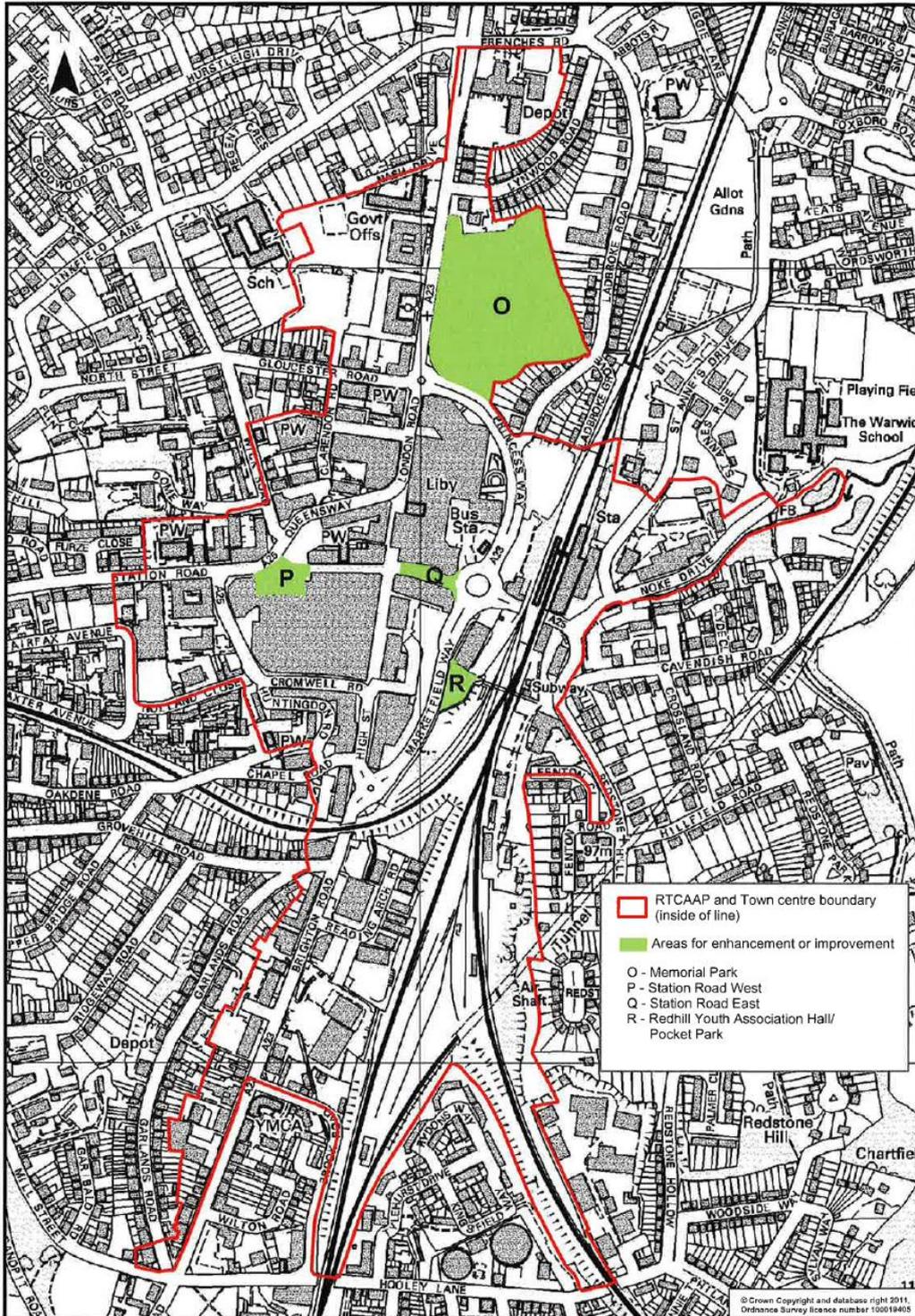
N.6 **Implementation** - This policy will be implemented through:

- Partnership working with landowners. Consideration will be given to the need to secure a comprehensive developable plot(s). If this cannot be secured the Council may explore the use of compulsory purchase powers. The Council will then work with a selected developer partner to deliver the scheme(s);
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre and additional monitoring points identified at Appendix D;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Ensuring development follows the parking standards where appropriate (see Appendix B); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Areas for enhancement / improvement

Open, publically accessible sites which can contribute to the delivery of the plans objectives through enhancement or improvement.

Areas for enhancement / improvement



O. Memorial Park



O.1 **Vision** – Memorial Park will potentially provide flood storage and will become the major focus for outdoor recreation and activity in the town centre, positioning it as a place to relax or meet friends for a full range of visitors to the town centre at different times of the day and week. Improved access from the town centre, entrances, landscape and facilities, including a community/leisure facility, will all enhance the park and the town’s image.

O.2 **Proposals** – The park is considered to potentially be well positioned to provide some flood management opportunities for the Town centre regeneration sites and as the town centre’s main green space. It is currently underutilised for a variety of reasons, including perceptions of antisocial behaviour and disconnection from surrounding areas caused by the busyness of surrounding roads and indirect access arrangements. An Improvement Plan has been prepared for the park, with proposals to look at overcoming these concerns by positioning the park as a focal point for the town centre and all of the community, with clear links to and from the town centre. The Park will be upgraded to provide a range of accessible, safe play and recreational facilities for all age groups, particularly children and teenagers.

O.3 At the closest corner of the park to the town centre an improved entrance and enhanced crossing is being promoted to make a clear, direct and safe link into the park. Close to this entrance a new building is proposed which will serve as a community and leisure facility, potentially housing a café and kiosk for leisure activities based in the park.

O.4 Landscape and recreational facilities in the wider park will also be enhanced to make it a more varied, interesting, attractive and safe place to spend time relaxing doing activities alongside opportunities to deliver flood water storage to assist the redevelopment of other the town centre sites. Connections between existing public spaces and open spaces and opportunities for biodiversity will also be improved with links to the borough’s wider green infrastructure network supported.

O.5 Opportunities to host festivals, fairs and other events will also be promoted, putting Memorial Park firmly on the map as the town centre’s main meeting point.

O.6 **Justification** – Memorial Park is an important green space which offers vital breathing space in the town centre. Its position needs to be enhanced to attract a greater range of people to use it for a greater variety of reasons. Memorial Park, due to its location and use, is well placed to enable options to reduce flood risk for the Town Centre sites to be explored.

Policy RTC1-O: Memorial Park

Memorial Park will be enhanced through a programme of interventions as established in the Memorial Park Improvement Plan. These improvements will:

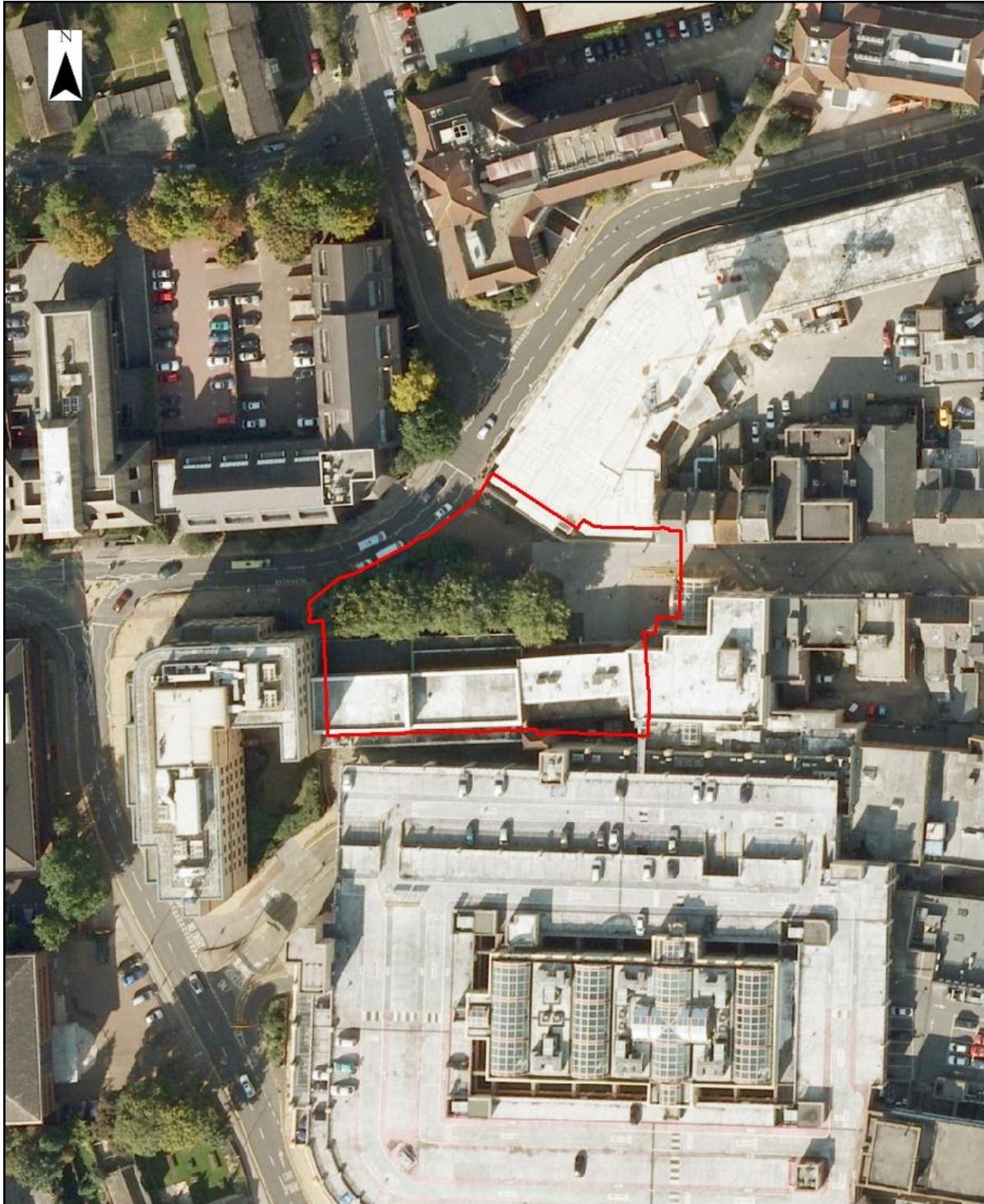
- i) If appropriate, provide flood storage to mitigate the Flood risk to the Town Centre and key regeneration sites;
- ii) Improve integration between the park and the town centre through the provision of enhanced pedestrian links and an improved park entrance;
- iii) Provide a new community/leisure focus at the entrance to the park, enhancing the

- | | |
|-----|--|
| | park's offer, attractiveness and safety; |
| iv) | Enhance the landscape and recreational activities provided in the park, to attract a range of users; and |
| v) | Promote opportunities to use the park as an outdoor events location with a programme of year round events and activities for different target audiences. |

O.7 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Memorial Plan Implementation Plan;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

P. Station Road Square (Nobel House)



P.1 **Vision** – The tone set by the Nobel House development will re-invigorate this Western gateway to the Town Centre core with a brand new contemporary public space, associated café / restaurants provision and enhancements to the Belfry Centre entrance.

P.2 **Proposals** – As part of the adjacent Nobel House development significant public realm improvements have been secured that will transform this gateway to the town centre, with new seating and paving, enhanced lighting, attractive planting and better cycle storage all carefully laid out in a new high quality public space. To build upon this it is proposed that a cluster of cafes / restaurants be encouraged at this location along the western stretch of Station Road extending to and enhancing the adjacent Belfry Centre entrance.

P.3 **Justification** – The encouragement of food /drink outlets at this location will meet part of the established need, provide activity to animate this area and gateway both during the day and to the evening and make best use of adjacent public realm. Natural surveillance and stewardship of this area will be provided to this area by the adjacent residential development at upper floors of Nobel House. This area can make a significant contribution to the provision of uses and activities to support Town Centre living and assist in making Redhill a destination of choice.

Policy RTC1-P: Station Road West

Development at this site will provide significant public realm enhancements alongside provision for cafes and restaurants at this important town centre gateway.

P.4 **Implementation** - This policy will be implemented through:

- Partnership working with the landowner / developer and Surrey County Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Q. Station Road East



Q.1 Vision – Enhancements at Station Road East will complement proposals to bring forward the Warwick Quadrant shop fronts and provide a fitting welcome at this gateway to the town centre core.

Q.2 Proposals – In tandem with the medium to long term proposal to bring forward the Warwick Quadrant units along Station Road, public realm improvements are sought in order to provide a fitting arrival to the Town Centre at the key gateway location. This area is adjacent to both the rail and bus stations and sits at the junction between A23 and A25, and is an important backdrop to a number of key opportunity areas. Namely, the Station Car Park, Warwick Quadrant North and the former Liquid and Envy nightclub. Additionally, this area contains a contiguous frontage of historic buildings which form an important part of the proposed Conservation Area and themselves form a character area as identified in the Conservation Area character appraisal assessment.

Q.3 Justification – A high quality public realm at this location is essential to provide a fitting welcome to the town centre to those arriving from the East by car, foot, bicycle and those utilising the adjacent bus and rail stations. Providing a fitting context for the historic fabric of the centre is also important.

Policy RTC1-Q: Station Road East

Development at this site will provide significant public realm enhancements at this important town centre gateway.

Proposals will include but are not limited to:

- Public realm treatment similar to the town centre core;
- Controlled building signage;
- Opportunities for Town Centre and environs way finding information boards;
- Extended pedestrianisation;
- Effective vehicular access controls;
- Opportunities for greening; and
- Controlled street furniture and signage.

Q.4 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers, Surrey County Council and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

January 2012

Redhill Town Centre Area Action Plan
Consultation Draft

R. Redhill Youth Association Hall / Pocket Park Marketfield Way



R.1 **Vision** – The Hall will continue to provide a youth focused cultural hub and the surrounding land enhanced to provide an asset for all.

R.2 **Proposals** – The halls current activities include; martial arts classes, dance workshops, practice space for the Redhill Corps of Drums & Band and the newly established Redhill Youth Club set up by the Redhill Youth Consortium. The Redhill Youth Consortium is a stakeholder group established to ‘work together to identify young people’s needs and fill these gaps’ and members include Reigate & Banstead Borough Council, Raven Housing Trust, Hyde Housing, Surrey Police, Redhill & Reigate YMCA, Surrey County Council Youth Focus and other voluntary youth organisations.

R.3 The surrounding land / open space should also be preserved and enhancements sought to provide a green lung in this part of town as a pocket park in association with the use of the hall and as a wider community benefit to both the adjacent development site and Town Centre users. Work should complement improvements programmed for the adjacent subway grot spot.

R.4 **Justification** - The hall provides facilities for much needed and important youth focused activities and should be protected as an important community asset. Redhill is an area of open space deficiency and any opportunities to enhance existing provision should be maximised.

Policy RTC1-R: Redhill Youth Association Hall / Pocket Park Marketfield Way

The use of this site for community uses will be preserved and enhancements to the surrounding land secured to enable the creation of useable amenity space.

R.5 **Implementation** - This policy will be implemented through:

- Partnership working with Network Rail, adjacent landowners / developers and other stakeholders;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Green Infrastructure Strategy;
- Ensuring development follows the urban design principles where appropriate (see Appendix A); and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Section 2 – Crossing cutting themes

2.1 In support of the delivery of the opportunities which Redhill presents this section sets out, on a thematic basis, the town centre wide strategies and topic based policies which apply.

Theme 1 - A Vibrant Town Centre

2.2 Creating a positive environment and a positive impression is vital to meeting the needs of existing residents and users and attracting new people to the town centre to live, work, shop and visit. How 'liveable' the town centre is and how safe it feels is about creating the right mix of uses and activities for everyone in the community to enjoy in the most accessible locations, at different times of the day.

2.3 The challenge remains for the Borough to raise the profile of Redhill as a key commercial location, particularly for retail. Therefore the economic objectives for Redhill Town Centre are to develop it as a vibrant primary centre and economic hub and safeguard the provision of a range of types and size of offices in the town centre and edge of centre locations. The business areas are an important component of the town's employment base, with occupants and employees presenting many opportunities to contribute to the town centre's vitality. This offer needs to be retained, but also enhanced to maximise the benefits of a concentration of working people, whilst reducing the negatives which also result, such as traffic congestion and associated pollution.

This will be achieved by a policy framework covering;

- Retail Designations
- Improving the retail offer
- Mix of uses in the Town Centre
- Business Areas

2.4 As set out in the Centre of Opportunities section Redhill Town Centre possesses the physical opportunities for retail growth and expansion as part of mixed use redevelopments which also deliver against other objectives for the centre.

Generating vibrancy: extending the town centre's offer

2.5 Redhill has the potential to offer a wider range of shopping, leisure and cultural facilities, employment opportunities, additional homes for new and existing residents. The demand for these improvements is supported by the consultation findings and a number of background documents listed at Appendix E. By encouraging this mix of uses, the AAP will help Redhill to grow in a balanced way which meets the needs of all sectors of the community.

2.6 Whilst this plan seeks to improve the town centre offer, focusing of major development opportunities it is also important to note the role of smaller scale enhancements at locations such as the Belfry Centre, Central Parade and Warwick Quadrant South. It is anticipated that the development of major proposals will act as a catalyst to the benefit of the centre as a whole. Alongside the planned public realm works initiatives such as the Council's 'Grot Spots' project seek

to restore civic pride in the centre and make it a desirable place to live, work and visit. In order to assist the centre in functioning as a cohesive whole, complement new development and harnessing benefits the Redhill Regeneration Forum is exploring proposals to secure Town Centre Management.

2.7 The envisaged mix of uses also needs to be set within a more attractive public realm in the town centre and with high quality open spaces, all easily accessible on foot, cycle or by public transport. Studies have shown that investing in good quality public realm has an economic impact on businesses, residents and visitors, reduces crime and anti-social behaviour, increases the use of public spaces and sense of well-being, and reduces car usage and pollution. This plan contains proposal to enhance the public realm through both quick wins across the centre and site specific proposals.

2.8 Redhill town centre currently has a market several days per week and the recent occasional food lovers market has proved successful. The Council will work with partners to support markets and other events that add to the vibrancy, interest and overall offer of the centre. Planned Town Centre Management will play a key role in managing and encouraging such activities.

Definition of the TC

2.9 The definition of the Town Centre boundary is guided by the location of the primary shopping area and the main areas of leisure and entertainment, offices, arts and cultural uses and other main town centre uses within or adjacent to the defined primary shopping area.

2.10 The proposed Town Centre boundary is shown on the proposals map. In addition to the established Primary Shopping Area it encompasses opportunity sites to the East and South. These opportunity sites will, over the lifetime of the plan, assist in creating vibrancy as the centre grows and enable the regenerative benefits to be widely felt. The existing retail and office uses on Brighton Road support and complement the town centre offer and present an opportunity for future expansion. Despite being partially disconnected from the town centre, opportunity sites to the east have presented themselves and could provide complementary town centre uses. The RTC AAP/town centre boundary therefore extends across to the east to include these opportunity sites and in doing so includes existing green space along the rail tracks. The inclusion of additional green open space within the RTC AAP boundary is promoted due to the lack of such space in the Town Centre at present and therefore the need to make best use of the opportunities available. This will also ensure that the Green Infrastructure Strategy for the Borough is supported and facilitated.

Primary shopping area and Primary shopping frontages

2.11 The primary shopping area is defined by the concentration of retail uses and active frontages. The uses promoted for inclusion in a primary shopping area at ground floor level include a high degree of (but are not purely restricted to) comparison and convenience retail, i.e. large store formats of food, clothing and shoe stores, etc. Other complementary A class uses (with the exception of A5 class uses) will be encouraged including the provision of C3 and B1 uses on upper floors. At present the primary shopping area radiates out from a central point in the Town Centre (Maple Square) and works its way out to include all of Station Road east and the majority of Station Road west. Along the south-north axis, the primary shopping area includes the High Street (from its

intersection with Marketfield Way) up to the Sainsbury's store on London Road. In the future all frontages within the primary shopping area are considered to be primary shopping frontages.

2.12 To support the growth of the Town Centre, primary shopping area expansion areas have been identified. To the north it is proposed that the remainder of the Warwick Quadrant be included and to the south, the Cromwell Road site. These two sites have recently demonstrated suitability for the on-site delivery of retail uses, which are consistent with the criteria necessary for inclusion in the Primary shopping area. The existing location and opportunity for the development of these sites presents the next logical step in the expansion of the primary shopping area during the plan period.

Secondary shopping area

2.13 The secondary shopping area will provide the opportunity for a greater diversity of uses in support of the primary shopping area and can include small scale offices and retail units, financial services, leisure (restaurants and cafes), bulky retail. Site specific policies will identify locations where bulky retail is considered appropriate. Complementary C3 and B1 uses on upper floors will also be encouraged. In the future all frontages within this shopping area are to be considered secondary frontages. The secondary shopping area expands on the primary shopping area to the west and south. To the west, this would include two blocks immediately opposite the Warwick Quadrant site (bound by Queensway, London Road, Gloucester Road, and Clarendon Road) and includes the remainder of Station Road, which expands up to Queensway and down to St Matthews Road. Policy RTC2-3 provides guidance on the mix of uses in the town centre.

2.14 To accommodate growth of the town centre beyond these defined shopping areas it is proposed that secondary shopping extensions include areas to the east and south. Potential sites to the east have been identified for future development and could deliver complementary uses to support the town centre. An area to the south, beyond the rail bridge and to the east of Brighton Road, could, as a base case, provide an ideal location for bulky retail units to complement the retail offer in the town centre. However, it is imperative that this site is brought forward only once the town centre establishes itself and raises its profile as a retail destination. Developing this bulky retail area prior to this would compromise the health of the town centre by drawing trade away from the central area. Alternatively, significant retail development could be delivered at this location as outlined in the sites specific policy. There are existing retail uses on Brighton Road (west) that have also been identified for the potential expansion of the secondary shopping area. Once the town centre is established, the future of these areas can be considered. For this reason these sites are phased for delivery toward the latter part of the plan period.

Policy RTC2-1 Retail designations

The proposal map makes the following designations;

- The primary shopping area
- The primary shopping area proposed extension
- The secondary shopping area
- The secondary shopping area proposed extension

- The town centre boundary

The preferred location for retail proposals within the RTC AAP area will be the town centre. The sequential preference for sites is as set out above.

The primary shopping area and extension will be the acceptable location for large formats of retail provision with smaller retail units in the secondary shopping area and its extension. Other acceptable retail formats in other locations are set out in site specific policies.

Active frontages are required in both primary and secondary areas. The provision of complementary uses, including but not restricted to C3 and B1, are permitted on the upper floors where not seen as disruptive to priority ground floor activities.

2.15 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Improving the retail offer

2.16 The Council's retail evidence (2011 Retail and Leisure Needs Assessment update) has identified the floorspace requirements for the Borough to maintain the existing spend within its area. The evidence directs majority of this need for delivery in Redhill Town Centre based on its regional role and priority for regeneration. Approximately 19,400sqm comparison retail floorspace and 7,000sqm convenience retail floorspace is required in Redhill Town Centre by 2027. The delivery of the identified retail floorspace need is essential for Redhill to raise its profile as a retail destination.

Policy RTC2-2 Improving the retail offer

Provision will be made for approximately 19,400sqm net of comparison goods retail and 7,000 sqm net of convenience goods retail additional floorspace.

Proposals for retail development will be considered upon;

- the location as assessed against the strategy set out in this plan;
- the contribution to / impact upon town centre vitality and viability
- the contribution to the delivery of the retail floorspace target

The provision of convenience retail will be required primarily in superstore format of approximately 2,500sqm net with additional provision in smaller store formats to meet the localised need.

Provision at Warwick Quadrant, Cromwell Road, Station Road the former Liquid & Envy nightclub and Station car park site will be supported.

The provision of comparison retail floorspace is required in a high street format to preferably include a large anchor store alongside some major shop units of between 200sqm and 500sqm net. In addition, smaller store sizes are considered acceptable to meet the required demand. Provision at Marketfield Way, Warwick Quadrant and London Road will be supported. With additional provision planned for Brighton Road in the latter part of the plan period.

2.17 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Mix of uses in the Town Centre

2.18 In addition to guidance provided with regard to suitable activities in the primary and secondary frontages above, this plan makes provision for a family friendly evening economy in the form of leisure, specifically a multiplex cinema, food and drink development.

2.19 The 2011 Retail & Leisure Needs Assessment Review identified a need across the Borough for approximately 4,000sqm (gross) of additional A3, A4 and A5 floorspace by 2027, and an additional cinema to serve the population. In general the qualitative assessment carried out in the study rated Redhill's leisure offer as lacking in quality and range. Both the cinema and theatre currently provided in Redhill represent an under provision for the population that it serves. Quantitatively Redhill is reasonably well provided with eating and drinking establishments but lacks choice regarding the former. There is therefore a need to improve the quality of A3, A4 and A5 provision.

2.20 Currently there is a very limited evening economy in Redhill, supported by a few drinking establishments and eateries, the provision of leisure activities is also similarly limited. As a result dwell times in the town centre are low throughout the day and levels of activity in the evening and extremely poor. One of the key regeneration objectives for Redhill Town Centre is to secure the provision of a mix of uses that improves the sense of vibrancy and develops a family-friendly evening economy. This plan therefore promotes a mix of uses; retail, office, leisure and housing. Successful town centre living and commercial activity, specifically business-led uses, require supporting family friendly leisure provision throughout the day and evening making it a desirable place to visit and stay.

Policy RTC2-3 Mix of uses in the Town Centre

The primary shopping area is to remain retail-led and the Council will resist changes of use which reduce the retail offer unless it can be demonstrated that the proposed mix would make a materially greater contribution to the vibrancy, vitality and viability of the town centre.

However, the Council wishes to promote a vibrant mix of uses across the Town Centre and will afford greater flexibility for varied uses in the Secondary Shopping Area. In these areas, planning permission will generally be granted for changes of use to A1-A4 and D1-D2 uses subject to all other material policies and provided it does not conflict with the amenity of surrounding uses.

Provision is made for 3,000sqm net additional leisure floorspace in the form of A3 uses. This will be primarily delivered in line with the area proposals for Marketfield Way (Policy RTC1-A) and Station Road West (Policy RTC1-P).

2.21 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Business Uses

2.22 Jobs and training opportunities will come forward through the redevelopment of key sites. Opportunities for the intensification and re-use of existing office space can also assist in the creation of employment. One of the possible interventions required to meet future need could be the provision of high quality office floorspace for the financial and business services included as part of mixed use schemes. This could include smaller, affordable units and managed office space. The proposals for Redhill town centre therefore provide sufficient flexibility for additional office floorspace to be provided in the longer term should the market demand exist.

2.23 Designated business areas are defined on the proposals map, this occurs in three groupings, i.e. Brighton Road (1a and 1b), High Street (2a and 2b) and London Road (3a & 3b). The business areas provide a major concentration of employment opportunities close to the town centre, its facilities and transport connections, therefore, will be retained and enhanced where possible. However, not all existing office buildings continue to meet demand from occupants due to factors such as their condition, size and location within the town centre. Equally many buildings do not integrate well with their surrounds, providing free-standing, self-contained units.

2.24 With time, schemes will come forward for the redevelopment of existing buildings and these should look to enhance provision to meet floorspace demands, improve the integration of buildings with neighbouring areas, including non-commercial uses, and achieve a reduction in parking provision in line with the RTCAAP parking standard included at appendix B.

2.25 The RTCAAP acknowledges the importance of these areas, but also the opportunities for change over time, ensuring they can continue to be a generator of local employment and vitality for the town centre. Accordingly approximately 7,000sqm (net) of employment floorspace is identified for delivery within the RTCAAP area. In addition to intensification opportunities it is envisaged that new office space proposals can also come forward as part of mixed use schemes on identified sites.

2.26 Existing business areas will be retained and enhanced, with re-provision as and when opportunities emerge to renew existing buildings. This will consolidate the area as a key employment location within the town centre and the wider sub-region.

2.27 Where opportunities do emerge for replacement buildings to be delivered, schemes that come forward will need to positively integrate with their surrounds, both from a design perspective and an overall reduction of car parking associated with office functions.

2.28 Subject to the satisfaction of the triggers for release of Brighton Road contained within Policy RTC1-N business area 1b is identified for potential release to other uses.

Policy RTC2-4 Business Uses

The business areas defined in the proposals map will be retained and enhanced through incremental improvements as opportunities arise. Provision will also be made for up to 7,000sqm net additional office floorspace.

Improvements to the business areas / proposals for new provision should demonstrate that they:

- i) Improve integration between buildings and the surrounding area, with the promotion of high quality in urban design, architectural and environmental standards, including provision of active frontages and entrances onto surrounding streets;
- ii) Reduce overall parking provision as part of a demand management strategy for the town centre in line with the objectives of the RTCAAP parking standards (appendix B);
- iii) Explore opportunities for on-site energy generation; and
- iv) Satisfy other relevant policies contained in this plan and the Core Strategy.

2.29 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the commercial needs of the town centre;
- Site specific proposals; and

- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Theme 2 - A Sustainable Travel Town

2.30 Redhill has been identified as a growth point because of its position as a strategic transport hub. In order to achieve the proposed housing and employment growth in a sustainable manner, substantial investment in public transport and appropriate management of the growth of traffic in the town centre will be necessary to meet the additional travel demands generated by new development and to provide reasonable alternatives through the provision of sustainable transport choices. At the same time, promoting public transport, managing car demand and improved pedestrian and cycling connections all support the delivery of changes in the perceptions of the town, such that people will begin to see Redhill as an attractive place to live, to work in and to visit.

This will be achieved by a policy framework covering;

- Walking, cycling and public transport;
- Sustainable Parking Solutions;
- Taxis and private hire cars;
- Junction / network improvements; and
- The Local Sustainable Transport Fund bid

2.31 **Walking, cycling and public transport** – Redhill already benefits from having good public transport connections. In order to further enhance its accessibility by foot and cycling, as well as public transport, a package of measures is proposed. This package includes: improving the railway station (particularly access to the platforms and entrances); managing the bus station; and enhancing walking and cycling routes.

2.32 At the heart of this package of measures is the need to provide a significantly enhanced access and arrival experience for the key 'gateway' into and out of Redhill: namely the railway and bus station interchange. By improving this interchange, access between the public transport arrival points and the town centre facilities and workplaces will be substantially improved. Public realm, pedestrian and cycle improvements at this main arrival point into the town centre will also significantly enhance the image of this area to make it more welcoming than at present.

2.33 Taken together, all of these measures can also help to reduce traffic congestion and manage the quality of the air, by promoting alternative modes of transport to the car through the provision of sustainable transport choices for shorter journeys.

2.34 **Sustainable Parking Solutions** – Whilst walking, cycling and public transport will be heavily promoted, it is recognised that driving into the town centre will still be an option for many residents, workers and visitors. As such, private transport challenges also need to be addressed as

an important part of securing the vitality and vibrancy of the Town Centre into the future. The proposed growth in the town centre is likely to lead to further demand for parking spaces and increased congestion unless complementary programmes - parking strategy, traffic management measures and public transport improvements - are put in place.

2.35 **Taxis and private hire cars** – form part of the public transport offer and are particularly important for businesses, shoppers without access to a private car and to the evening economy. Provision for taxis and private hire cars at key locations will be managed to support the vitality and viability of the Town Centre.

Junction / Network Improvements

2.36 Modelling has been carried out by Surrey County Council using a bespoke model named SINTRAM (Surrey's Integrated Transport Model). Individual development proposals are modelled in terms of traffic trip generation which is then fed into SINTRAM. The SINTRAM model analyses the impact of the additional trips arising from the new and proposed development and produces results showing where traffic problems are likely to accumulate. This work has been conducted at a Borough wide scale to inform the development of the Core Strategy.

2.37 To supplement these findings at a local level the Council has appointed transport consultants to undertake traffic modelling and option evaluation work utilising the bespoke Redhill S-Paramics micro-simulation model. This work will update the version of the Redhill S-Paramics currently held by Surrey County Council with the outputs from SINTRAM, reflecting the development scenarios promoted in this plan and taking account of recent permissions. A range of alternative traffic management solutions for Redhill will be identified, evaluated and tested using the updated model.

The Local Sustainable Transport Fund bid

2.38 The potential funding mechanisms to secure the necessary transport improvements for Redhill include Section 106 contributions, Community Infrastructure Levy (CIL) and other sources such as Central Government funds.

2.39 A timely delivery option available to R&BBC in order to achieve the necessary step change is Surrey County Council's forthcoming bid to the Government's Local Sustainable Transport Fund (LSTF). This fund presents a real opportunity for Redhill at a time of very limited public funding opportunities.

2.40 Redhill / Reigate is one of three towns (the other two are Woking and Guildford) which will be included in the Surrey TravelSMART large bid to the LSTF. The package of proposals for Redhill / Reigate is still being developed but it is likely to include investment that delivers economic growth, new jobs and carbon reduction through the following areas of focus:

- Promoting the regeneration of Redhill Town Centre;
- Improving urban permeability;
- Enhancing the bus and rail interchange;

- Developing a network of walking and cycling infrastructure from surrounding areas;
- Promoting a range of supporting developments; and
- Encouraging sustainable travel through a programme of promotional activities.

The likely measures include;

- Traffic management – comprising a car park variable message sign system, to reduce traffic circulating in Redhill town centre
- Bus priority and corridor improvements – on routes into the town centre, employment locations and other destinations in Redhill and Reigate
- Walking and cycling improvements – providing continuous, well signed, safe and direct cycle routes including;
 - a. Redhill town centre to Merstham, and the new housing developments at Watercolour and Park 25
 - b. Redhill town centre to the rail station, East Surrey Hospital, Horley and Gatwick
 - c. Redhill to Reigate
 - d. Redhill town centre to the Cromwell Road area
 - e. Brompton cycle hire scheme at Redhill Station
 - f. Community hub in Redhill West, and community funding in Redhill West and Merstham
- Community transport – measures to improve accessibility to Redhill and Reigate from outlying areas up to five miles distant
- TravelSMART interventions – for Redhill and Reigate, supporting new infrastructure and enabling the economy to grow
- Improved signing – to enhance access to key locations in Redhill and Reigate
- Associated Key component measures
 - a. Traffic and transport information
 - b. BikeIT, travel planning and promotion
 - c. Complimentary 3rd party funded schemes including car clubs and electric vehicles.

Policy RTC2-5 Promoting sustainable travel

Redhill will offer town centre and railway users a better choice of more sustainable modes of transport by making the town centre more pedestrian and cycle-friendly. Access to and from the town centre by public transport will be improved, as will changing between different modes of transport, particularly at the railway station.

In order to encourage greater use of sustainable modes of transport, the following objectives will be given priority when considering new development:

i) Improving access to the railway station – to make the station more user-friendly and easier to access and use for everyone, improvements to the entrances and platforms will be implemented and will need to focus on step-free access throughout the station, with tactile paving where possible and clear signage. To facilitate the interchange with other modes of transport, the introduction of a cycle hub will be promoted to include improved secure cycle facilities should be made available at both station entrances, as should a dedicated taxi rank and drop-off facility close to one of the entrances. To improve access and interchange with the bus station, as well as pedestrian links with the town centre, a more direct crossing across Princess Way from outside the main station entrance will be provided. A station access plan should be developed to reduce the proportion of passengers arriving as car drivers, and to improve access for non-car users.

ii) Encouraging the use of buses – through an improvement in local services through physical changes and improved service management (for example, through better scheduling and potentially dynamic bus stop allocation). Bus priority measures will be implemented as appropriate, including advance bus signals and bus lanes.

iii) Improving walking routes – through the introduction of a way finding initiative and the promotion of improved pedestrian links between the railway station, bus station and town centre. New, clear signage should also be provided, particularly from the railway station to the town centre. Environmental improvements under the A25 railway bridge will be sought, as will upgrading of the existing pedestrian subway between Redstone Hill and Marketfield Way.

iv) Enhancing cycling routes – the introduction of wide, uninterrupted on-carriageway cycle lanes in both directions on the A23 and A25 will be supported. In addition, plentiful and secure cycle parking at key destinations and places of employment will be provided or encouraged.

v) Sustainable Parking Solutions - the parking strategy in Redhill town centre will seek to create a balance between providing sufficient parking in appropriate locations, whilst encouraging greater use of public and non-motorised transport by:

- Managing car parking provision to meet specific needs in the most suitable locations – this includes ensuring that short-term parking for shoppers is provided close to the shops, and longer-term parking for commuters near places of employment / onward journey nodes, and that there are options for residents' parking, new parking provision will be in line with the parking standards included at appendix B and

- Providing accessible car parks to reduce congestion – wherever possible car parks should be focused in strategic locations at the edge of the town centre where access to the town centre is still convenient. Alongside this, an integrated approach to encourage drivers to choose the car park they reach first - such as car parking information systems with real time space availability and clearly signed 'parking routes' to indicate the nearest available space – should be implemented to help reduce traffic and congestion in the town centre. This will be aided by introducing right turns on Princess Way to allow direct access to car parks.

vi) Taxis and private hire cars – provision will be made for taxis and private hire cars at appropriate locations across the town centre and as part of new developments.

vii) Junction / Network improvements – appropriate options to relieve congestion and increase the reliability of journey times will be identified and secured.

Further detail is set out in the RTCAAP parking standards (appendix B) and in the area specific proposals in this AAP where appropriate.

2.41 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers, transport providers / operators, Surrey County Council and the Council;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health and commercial needs of the town centre;
- Site specific proposals;
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan; and
- Making and supporting funding applications and bids such as the Local Sustainable Transport Fund.

Theme 3 - A Great Place to Live

2.42 The positioning of Redhill as a great place to live, work and visit is an essential part of the regeneration strategy. In order for Redhill to become a prominent commercial location, a competitive retail destination and a great place to live developments must contribute to Redhill making a strong positive message as a desirable centre.

This will be achieved by a policy framework covering;

- Town centre living
- Mix of housing type and size
- High quality urban realm

R.4.1 Town centre living

2.43 The proposals contained elsewhere in the plan, will together assist in the delivery of an attractive residential environment in Redhill Town Centre. Town Centre residents will in turn provide the necessary critical mass to promote and support the developments proposed, specifically the evening economy. Town centre living also contributes to the achievement of a safe and desirable centre through providing stewardship at different times of the day and opportunities for overlooking from balconies, terraces and windows.

2.44 In addition to the residential component to be delivered as part of the major and other opportunity sites there are prospects for small scale contributions to the town centre housing target. The conversion of upper floors of existing buildings potentially has an important part to play in this regard where it does not conflict with other priorities, including the Council's ambition to raise the profile of Redhill Town Centre as a commercial retail destination.

Policy RTC2-6: Town Centre Living

Provision will be made for at least 700 additional residential units. Development proposals within the RTCAAP area should provide an element of residential on upper floors.

The conversion of the upper floors of existing developments to residential uses will be permitted where it does not conflict with the ground floor operation for main town centre uses.

All housing development proposals will be expected to address climate change and be in accordance with the code for sustainable homes and Core Strategy Policy 10 *Sustainable Construction*.

2.45 **Implementation** - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Mix of housing type and size

2.46 The regeneration of Redhill Town Centre provides the opportunity to contribute to the delivery of the borough's housing target. The Council's evidence (Strategic Housing Market Assessment) indicates that there is a shortage of 1 and 2 bed flats, family and extra care units as well as affordable housing units. Development proposals for residential uses should provide these types of units, whilst ensuring that the units provided are in the appropriate locations to meet the needs of anticipated occupants. Appropriate diversity in housing type and size will add to town centre vibrancy through providing for a range of likely occupants.

Policy RTC2-7: Housing type

Developments are required to contribute to the delivery of the identified housing need consistent with Core Strategy Policy CS13 *Housing Needs of the Community*. Generally across the town centre provision will be made for a mix of primarily 1 and 2 bedroom units to meet the defined need.

Consideration should also be given to providing family and extra care units at Colebrook (Policy RTC1-G) and must be accompanied by appropriate amenity space consistent with guidance included at appendix A urban design principles.

All housing development proposals will be expected to provide affordable housing units in line with Core Strategy Policy CS14 *Affordable Housing*. Where development proposals would result in the loss of affordable units re-provision will be required.

The residential units provided must satisfy the urban design principles included at appendix A.

2.47 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Local job creation

2.48 Vision – The physical regeneration of Redhill Town Centre will be delivered in such a way as to secure improvements for the local population and specifically target the pockets of existing deprivation through the provision of targeted employment and training opportunities as well as business development support through the supply of goods and services.

2.49 Proposals - All development proposals for the major opportunity sites and opportunity sites will be required to commit to creating employment opportunities for local people, specifically targeted to the identified pockets of deprivation. Developments should provide local businesses and residents the opportunity to benefit from training and employment initiatives, and would therefore expect applicants to undertake to secure them during the construction of the development as well as within the completed development. These will be safeguarded within a legal agreement between the applicant and the Council. This is sought in support of the following objectives; securing initiatives to tackle skill deficits, reducing economic and social disparities within the Borough and promoting regeneration and social inclusion.

2.50 Proposals for key sites in Redhill town centre should be supported by well thought out and costed schemes promoting skills development and training for local residents. Both during construction and post-occupation there are a range of job brokerage and other recruitment initiatives that could be tailored to meet the needs of local people and prospective employers. Typically these initiatives provide help for local people with confidence-building, interview skills and skills for life development, as well as support for employers in identifying dedicated staff with real potential.

2.51 Development proposals involving significant construction programmes should provide opportunities for local young people to gain NVQ Level 2 and Level 3 training and practical experience in a range of different construction and engineering trades. Initiatives of this sort are typically run by a training provider in partnership with the main contractor for the construction programme.

2.52 **Justification** – Redhill West ward has the joint highest Job Seekers Allowance (JSA) claimant rate in the borough at 3.2% (February 2011). Redhill East has the third highest JSA claimant rate at 2.9%. Since November 2007, JSA claimant rate in Redhill West has almost trebled (58 to 165) whilst in Redhill East claimant rate is almost 3.5 times higher than in November 2007.

2.53 The proportion of pupils achieving 5+ A*-C grades in the Redhill West area is 61.5%, below the borough average of 68.7% and the regional average 70.2%. 52% of pupils in R&B 010D Lower Super Output Area (LSOA) do not continue in education post 16, the second highest rate in the borough. This rate is also high in Reigate & Banstead 010E (41.2%). The area also has low rates of pupils continuing into higher education.

2.54 Two LSOAs within the Redhill area fall within the most deprived 10% in Surrey for overall deprivation. Reigate & Banstead 010A LSOA falls within the most deprived 10% in Surrey within the Education, Skills and Training domain. Reigate & Banstead 010E is the seventh most deprived ward in Surrey within the Employment domain and R&B 010A is fourteenth most deprived.

2.55 The training of local people and the employment of local residents and businesses promotes social inclusion and sustainable development, both of which are capable of being relevant planning considerations. Legal agreements to secure local job creation can help to tackle pockets of deprivation where severe disadvantage and low employment can exist. Providing opportunities for training and employment can also help to address other areas of disadvantage including access to housing, poverty and health, child poverty and local skills and educational attainment. Improving the employability skills of local people is important if local disadvantage is to be addressed, and providing these opportunities in the locality is especially important in terms of environmental and economic sustainability. Local provision minimises the need to travel and associated travel costs, a significant barrier to entering or re-entering employment.

Policy RTC2-8: Local Job Creation

Prior to the commencement of development a strategy for the training and promotion of employment of people living within the local area during the construction and operation of development should be submitted to and approved in writing by the Council. An employment strategy should include the following elements:

- Timing and arrangements for its implementation including funding arrangements;
- A stakeholder charter to ensure initial and subsequent employers within the completed development participate in the implementation of the strategy;
- Minimum local recruitment targets for employees and targets for the involvement of local businesses and measures to be undertaken by the applicant to meet with these targets;
- Periodical workforce and business monitoring and reporting of the results to the Council and such other parties as may be set out in the approved strategy;
- A programme for skills training for local residents and/or businesses, including the potential for the provision of suitably equipped training premises;

- Local publicity, awareness raising proposals and methods for advertising employment opportunities and impending contracts;
- Initiatives to promote the involvement of local businesses including sub-contracting and the supply of goods and services; and
- Projects for removing barriers to employment through improvements to transport and access arrangements and the availability of childcare.

2.56 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health and commercial needs of the town centre;
- Monitoring of the skills attainment, unemployment and deprivation levels in the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

A High quality urban realm

Ensuring high quality development

2.57 Buildings and the spaces between them make a big impression on the way a town looks and functions. They also have to be able to adapt to potential changes in functions or uses, changes in economic or environmental situations and must therefore achieve high standards in architectural, urban and environmental design.

2.58 New development in Redhill needs to make a statement that enhances the town centre's image. Redhill town centre will become known as an attractive place to be for residents, workers and visitors with high quality, well designed, sustainable buildings and open spaces. Development should be mindful of its location within the town centre such that any new buildings at key locations, like the railway station, should celebrate their role as the most important arrival point for the town. At the same time, new development close to the town's remaining historic buildings, like the Edwardian buildings on Station Road, should also respect and enhance the setting of these buildings.

Policy RTC2-9: Setting high design and development standards

Each opportunity area or development site will need to achieve high standards of architectural, urban and environmental design to enhance the image of Redhill town centre as a place in which people will want to live, work and visit.

The urban design principles contained at appendix A provide guidance on the matters that the

Council will consider material in the assessment of design and development standards.

2.59 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Theme 4 - A Green Town Centre

2.60 Building upon the opportunities presented at Section 1 – area proposals – environmental improvements can and should be sought and delivered. These will assist in enabling development to make the best use of existing assets whilst seeking to enhance and improve the environmental quality and credentials of Redhill Town Centre.

This will be achieved by a policy framework covering;

- District Heating Network, Renewable Energy and Community Energy
- Green Infrastructure
- Flooding
- Air Quality

District Heating Network, Renewable Energy and Community Energy

2.61 The renewable energy/community energy potential in the RTC AAP area has been evaluated on a number of occasions, originally as a result of its relatively unique position of being sited in very close proximity (400m) to the Biffa landfill site at Patterson Court.

2.62 A number of landfill gas engines produce between 3 – 7MW of “renewable” waste heat as a by-product of electricity generation. A feasibility study (undertaken by PB Power) in 2004 assessed whether this waste heat could be tapped and delivered by a heat network to provide space heating and hot water to new and existing developments; a commercially viable scheme was not evident at that time.

2.63 More recently the Council engaged AECOM to reassess the opportunities to develop a district heating, looking again at the previous work undertaken with respect to the landfill site, but also considering new funding streams soon to be available as a result of the Renewable Heat Incentive (RHI). As a result a variety of gas- fuelled combined heat and power (CHP) and wood-fuelled scenarios were tested, over a variety of site compilations. The CHP options were financially unviable and latterly, Government decisions to reduce the income available from the Renewable

Heat Incentive has meant that very small financial margins were generated (compared to base-case assumptions).

2.64 Removing costs by re-allocating energy centre sites to more central locations, such as the present underground car park at Sainsbury's (rather than Gloucester Road car park, used in the AECOM study) has helped improve the net present cost, but has not overcome the fact that presently the options still remain commercially unattractive.

2.65 Future support through the RHI for renewable heat from landfill gas bolsters the option for utilising Biffa's waste heat, however the original PB Power study showed that by 2030 the heat capacity from the site would only be at 1.5MW; the impacts of the Landfill Directive, reducing the proportions of biodegradable waste that can be interred, is likely to decrease the longevity of this heat source even more, and likely to unacceptable levels. The alternative development of anaerobic digestion plant at the Biffa site using diverted organic waste is a future possibility, but a competing (and potentially cheaper) option for any resultant gas produced ("syngas") could be direct injection into the existing mains gas network.

2.66 Past and present renewable energy planning policy requirements on larger sites have been met by using wood chip fuelled boilers (Park 25 development-wide district heating scheme; East Surrey College), using the significant resource available as a result of managing the heavily wooded areas in Sussex and Surrey. The Gatwick Diamond sub-region can potentially produce approximately 50,000 tonnes of high-quality wood chip annually, and a similar amount of lower quality chip (for use in larger plant > 1MW capacity). The further use of this fuel within future development should be encouraged as a means of maximising carbon savings (most often at the lowest cost), whilst at the same time achieving wider sustainability issues such as increasing access and biodiversity and generating local jobs through improving the economics of working the vast proportion (50%) of unmanaged woodlands in the region. Air quality is a consideration, but not a contra-indication.

2.67 Competition for space within the RTC AAP area can mean that storage requirements for woodchip may become an issue. Costs of providing underground silos can be high, but this can be countered by the lower delivery costs which are resultantly facilitated (if borne by the same party). The competing attraction of wood pellets as an alternative is strong, as it is a much denser product, it needs only a third of the storage space required by wood chip; although the present regional wood pellet manufacturing capacity is rudimentary, this may change in the future.

2.68 The opportunity to maximise carbon reductions, at least cost, looks to proliferate the use of wood fuel, even though at this moment in time this may also mean a proliferation of "energy centres" throughout the plan area. In order to overcome the potential of energy centres being developed side by side, encouragement should be maintained to the growing number of Energy Service Companies to participate in the delivery of heat in the RTC AAP area, who might be able to create an economy of scale that supports combining sites, so as to "grow" a network.

2.69 A network will add to the benefits of maximising carbon reduction, by lowering the net space requirement; and reducing maintenance costs. Balanced against this is the challenge of

delivering a relatively novel concept, which although strongly supported by consecutive Governments, is promulgated by a juvenile industry (bereft of many of the supporting rights that other utilities enjoy); moreover going forward requires a significant initial capital expenditure.

2.70 The likelihood of a network developing is clearly uncertain, however it is prudent to ensure that no unnecessary barriers exist to prevent that possibility: ideally, energy systems should be designed so as to allow connection to a network in the future.

Policy RTC2-10 District Heating Network, Renewable Energy and Community Energy

The Council will continue to keep the prospect of a district heat network in Redhill Town Centre under review. In support of this developments should explore the possibility of allowing for future connection to such a network should it become feasible in addition to meeting the provisions of Core Strategy Policy 10 *Sustainable Construction*.

2.71 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Green infrastructure

2.72 Redhill Town Centre has the opportunity to become an integral part of the borough's multi-functional Green Infrastructure (GI) network. Its open spaces and buildings can provide a range of benefits for people and wildlife, including for biodiversity, amenity and sport, and provide ecosystem services such as flood management, food production and help in reducing the effects of climate change. Open spaces, together with linear features such as tree lined verges, footpaths and watercourses can provide green corridors, enhancing connectivity for wildlife and/or providing sustainable access for people to amenities, the open spaces within the town and the countryside.

2.73 A high quality natural environment within Redhill will bring environmental benefits to the town, as well as fostering the development of healthy neighbourhoods – with green spaces encouraging social activity and reducing crime. Preliminary work for the GI Strategy identifies the RTCAAP area as an area of GI deficiency. The following are proposed in order to enhance the GI network, and in particular, to enhance the network within Redhill itself:

- Preservation and enhancement of existing GI within the RTCAAP and surrounding area
- Creation of new GI within the town

- Requirement for developers to incorporate GI principles into site development proposals and through linkages, to enable the site to become an integral part of the GI network.

2.74 The focus for the site GI design should be relevant to the GI deficiencies identified within the GI Strategy and the opportunities presented by the site. GI design proposals could include but not be limited to those listed at appendix A Urban design principles. Detailed guidance on providing these proposals will be provided in the planned GI Strategy. Multi-functional GI which meets a number of GI objectives will be encouraged.

2.75 The Green Infrastructure Deficiencies and Opportunities in Redhill are set out in the GI evidence base identifying the existing and proposed future GI within the RTCAAP area and vicinity, based on the recent Open Space Assessment and Site Survey. These sites and corridors are currently listed in Appendix A this includes the relevant sites from the Open Space Assessment plus additional sites from site surveys as supported by the GI evidence base.

2.76 The preliminary studies undertaken for the GI Strategy demonstrate the important Green Infrastructure sites in Redhill which include Memorial park and the smaller play area at Holland Close. Linear features include the Redhill Brook and the railway embankment and sidings.

2.77 The surroundings of Redhill are well provided with GI. Sites such as Redhill Common, the Moors, and Gatton Park provide nationally important landscapes, together with considerable value in terms of biodiversity and opportunities for cycling, horse-riding and rambling. But within the town centre, GI provision is low. There is a below average (for the borough) provision of amenity green space and provision of play and natural/semi-natural green space is below accepted standards. Whilst the embankment of the railway lines provide ecological connectivity along their length, the railway lines and the station itself can also be seen as a barrier to GI – in terms of sustainable transport and wildlife connectivity across town. However, the Redhill brook offers opportunity for biodiversity enhancement within the town and surroundings and there is considerable potential to augment the GI provision through development, with consequential environmental and social benefits.

Policy RTC2-11 Promoting the enhancement of Green Infrastructure within Redhill and surrounding area

The Council working with key partners will deliver enhanced GI both in the town centre and linking across the wider area, by:

- i) Preserving, enhancing and extending GI within the RTC AAP and the surrounding area;
- ii) Incorporating GI design into development proposals and encouraging links to the existing GI network; and
- iii) Incorporating specific GI design measures into the planning of individual development sites.

This plan also seeks to identify and implement measures to avoid recreational pressure on the Special Area of Conservation.

2.78 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Green Infrastructure Strategy;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Flooding

2.79 At the Borough-wide level the Council has completed a review of the Strategic Flood Risk Assessment, which will provide guidance relevant to any development within the Borough. The Council has also commissioned a flood risk assessment for Redhill Town Centre to provide further detail. These studies serve as a robust piece of evidence, the latter of which sets out the flood zones for the town centre and provides guidance for potential development proposals with regard to flood considerations.

2.80 Historically Redhill was marshland and remains prone to flooding due to a number of watercourses (fluvial) and surface water flows (from the east, west and north) that confluence in the town centre. This has an impact on a number of potential development sites in the town centre, some more significantly than others including Marketfield Way, Gloucester Road, Colebrook, Longmead sites, Station site and Cromwell Road. Although Memorial Park is not a development site it is also significantly affected by flooding being a major point of flood water confluence to the north of the town centre. The Council have identified a potential flood storage option on Memorial Park, which is considered consistent with national guidelines. These flood storage works will help reduce the risk of flooding south of Memorial Park but will not completely rid the town centre sites of the impact of flooding. It is therefore necessary that the detailed flood risk assessments are carried out on each potential development site providing recommendations for the appropriate flood attenuation and resilience works required.

2.81 The regeneration of the Town Centre is founded on the need to make significant provision for a range of uses. The availability of sites in the plan area is limited and as such a number of the opportunity sites identified each have physical, social and environmental constraints. Some of the sites most significantly affected by flooding are deemed critical to regeneration; one such site is Marketfield Way. This policy seeks to ensure that the affected sites can be made available for the development considered necessary to enable the regeneration of the town centre with minimal impact from flooding.

Policy RTC2-12: Addressing flooding

Proposals must demonstrate compliance with Core Strategy policy CS10 *Sustainable Construction* and recommendations made in the Borough-wide Strategic Flood Risk Assessment and the Redhill Town Centre Flood Risk Assessment where town centre sites affected by flooding are considered for development.

Potential development sites affected by flooding include: Marketfield Way, Gloucester Road car park, Colebrook, Longmead, Station site, Cromwell Road, Reading Arch Road, Royal Mail, Station Road (former Liquid & Envy nightclub), Warwick Quadrant and Redstone Hill.

Development proposals for these sites or others affected by flooding are required to produce an appropriately detailed Flood Risk Assessment (as set out in Appendix C) in support of the planning application detailing the resilience and attenuation measures necessary to deliver the scheme without impacting on flows downstream or compromising any other neighbouring sites and areas. In preparing a flood risk assessment, developers are also required to take climate change into account and demonstrate how this can be addressed. Proposed development should also endeavour to improve the quality of surface water prior to entering the watercourse.

The types of uses proposed in a scheme must be compliant with those permitted in the different flood zones as set out in Appendix C. Where the proposed uses of a development scheme are not considered to be appropriate for a flood zone (as set out in national guidance) developers could consider:

- * develop only part of the site that is not within the flood zone that presents the restriction
- * modify the flood zones by attenuation or diversion without impacting on flows downstream or compromising any other neighbouring sites and areas
- * not developing the site

2.82 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy, specifically Policy 10: *Sustainable Construction*, particularly with regard to incorporating flood resistant/resilient design features and being adaptable to the potentially adverse impacts of climate change;
- Consideration and determination of planning applications and appeals;
- Ensuring development follows the urban design principles where appropriate (see Appendix A);
- Flood Risk Assessments in line with guidance provided at Appendix C;
- Planning obligations and contributions;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Air Quality

2.83 Redhill Town Centre has recently (2011) been designated as an Air Quality Management Area (AQMA). A management plan will be developed to monitor and seek to lower the pollution levels within the defined area. In seeking to reduce the impact on air quality development proposals that come forward in the town centre will need to be consistent with this management plan, as set out in national policy. This may require on-site solutions and design alterations in addition to the potential requirement for air quality impact studies.

2.84 As set out elsewhere in this plan the regeneration of the Town Centre is founded on the need to make significant provision for a range of uses. The availability of sites in the plan area is limited and as such a number of the opportunity sites identified each have physical, social and environmental constraints. Sites that are within the AQMA will need to ensure that air quality issues are addressed in order to enable development.

2.85 It is essential that new development in the town centre is environmentally sympathetic and does not exacerbate the existing air quality levels in the designated Redhill Town Centre Air Quality Management Area.

Policy RTC2-13: Addressing air quality

Development proposals are required to take into account the impact of proposals and design choices on the levels of air pollution and will be required to provide innovative solutions that would not exacerbate the current levels of air pollution. Development proposals will be required to submit air quality impact studies, and demonstrate compliance with the Redhill AQMA management plan when put in place.

2.86 Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- The production and maintenance of the Redhill AQMA management plan;
- Planning obligations and contributions;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

General / Other matters

2.87 In addition to the guidance and policies contained in the area proposals and cross-cutting themes a number of more general policies also apply.

Phasing

2.88 Development of the opportunity sites identified within the AAP will be phased over a 15 year timescale with projects set out within three indicative phases: Short term priority sites (0-5 years); Medium term (6-10 years); Long term (11-15 years).

2.89 Phasing is critical with regards to coordinating the delivery of infrastructure projects but also to ensure that development occurs in a way which delivers maximum benefits to the town centre early in the regeneration process. Consideration of the circumstances of individual sites in

relation to viability, market capacity, land assembly, landowner aspirations and construction issues also inform the phasing of development.

Policy RTC2-14 Development Phasing

The council expects development to generally be brought forward in accordance with the indicative phasing schedule set out below unless it can be demonstrated that:

- i) alternative timing would make a greater contribution to delivering the overall vision and objectives for Redhill; and
- ii) that the necessary physical and social infrastructure is in place or can be provided.

Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Monitoring of the health and commercial needs of the town centre;
- Consideration and determination of planning applications and appeals; and
- Site specific proposals.

Table 2 Summary of anticipated delivery

	0-5 years	5-10 years	10-15 years
Cromwell Road	X		
Marketfield Way	X		
Liquid & Envy	X		
Station site	X		
Warwick Quadrant (N)	X		
Royal Mail		X	
Colebrook	X		
Gloucester Road	X		
Longmead	X		
Redstone Hill		X	
Brighton Road			X

Infrastructure Delivery Planning

2.90 Over the next 15 years, Redhill town centre is expected to undergo large-scale regeneration and considerable growth. As new development is realised, existing infrastructure provision will need to be enhanced and new infrastructure delivered in order to accommodate new population and increased activity.

2.91 In support of its Local Development Framework the Council has produced an Infrastructure Delivery Plan (IDP). The IDP seeks to establish the required infrastructure necessary to support the borough-wide planned increases in housing, jobs and population over the LDF plan period to 2027. It reviews the existing coverage and future requirements of physical infrastructure (e.g. utilities and transport), social infrastructure (e.g. schools, emergency services, etc.) and green infrastructure (e.g. amenity space, play space and wildlife corridors etc.). The IDP provides analysis of the nature of future requirements and how and when those requirements are expected to be funded and delivered.

The current IDP highlights the following priority items for Redhill;

Table 3: Priority Items

Scheme	Purpose	Target date/trigger	Policy provision
Redhill Town Centre AAP Area			
Flood attenuation works upstream of Redhill Town Centre in Memorial Park.	To enable development within the town centre without causing flooding or risk of downstream flooding.	Early provision is required to promote regeneration initiatives.	Redhill Town Centre AAP.
Major traffic improvements and management measures in Redhill Town Centre	To support the role of Redhill Town Centre as a transport hub and to accommodate increased development.	Early provision is required to promote regeneration initiatives.	CS policy: Infrastructure. CS policy: Travel options/accessibility. Redhill Town Centre AAP.
Relocation of community facilities from Cromwell Road	To enable the redevelopment of the Cromwell Road site to support the role of Redhill Town Centre.	When development occurs.	CS policy: Valued People. CS policy: Infrastructure. Redhill Town Centre AAP.

The infrastructure requirements of the AAP area will be secured in line with Core Strategy Policy CS11 Infrastructure Delivery and this plans development contributions policy outlined below.

Developer contributions

2.92 Given the scale of change set out in this plan it is essential that the potential impacts of planned development are appropriately mitigated and opportunities fully realised. In support of this development contributions may be sought. During the lifetime of the plan it is likely that the role of s106 will be scaled back and a Community Infrastructure Levy (CIL) charging regime introduced. Borough wide guidance will be provided at the appropriate stage. Until this time,

consistent with the requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010, all obligations imposed upon development proposals within the town centre will be:

- (i) necessary to make the development acceptable in planning terms;
- (ii) directly related to the development; and
- (iii) fairly and reasonably related in scale and kind to the development.

As appropriate contributions may be sought for, but are not limited to the following;

Borough-wide obligations;

- Transportation
- Education
- Libraries
- Community Facilities
- Children's and Young People's Play
- Green Spaces, Parks and Gardens,
- Sport and Leisure,
- Recycling,
- Environmental Improvements
- Primary Health care

Redhill Town Centre AAP specific obligations

- Memorial Park Improvements
- Interchange improvements
- Highway improvements
- Green Travel Plans
- Local Job Creation
- High Street/Station Road Improvements including public art
- Affordable housing,
- Surface water management (on-site)
- Flood attenuation
- Community facilities specifically youth provision
- Walking / cycle network improvements
- Way finding / signage
- AQMA
- Town Centre Management
- Town Centre Monitoring

Policy RTC2-15 Developer Contributions

In order to provide new and improved infrastructure, each individual development will be required to make contributions towards the renewal of the town centre to complement other sources of funding and investment. The Council will apply planning obligations, planning conditions and/or

community infrastructure levy as appropriate to ensure the development objectives of the Area Action Plan are realised in line with Core Strategy Policy CS11 *Infrastructure Delivery*.

In particular in support of the County Council's bid to the Local Sustainable Fund, securing an appropriate level of match funding from the AAP development sites will be prioritised.

Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health and commercial needs of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Submission requirements

2.93 The AAP provides the strategic framework and principles for development within Redhill Town Centre. It envisages a series of major developments and relatively significant change which will individually require further technical in order to ensure that proposals that come forward are appropriate for these sites and any others not specifically identified which may come forward in the town centre.

2.94 Applicants will be required to provide a number of documents in order to demonstrate that proposals contribute to the objectives of the AAP, deliver maximum benefit for Redhill and the surrounding area and mitigate any adverse impacts.

Policy RTC2-16 Submission Requirements

The need for supporting documents or studies in response to site specific issues will be considered and agreed with the council at or before the application stage for all major development within the town centre. This will be based upon but not limited to the Borough's published list of requirements.

Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals; and
- Site specific proposals.

Site assembly and CPO

2.94 Whilst some sites within the town centre can be developed individually, there are a number of opportunity sites where it is preferable for land interests to be combined and for landowners, occupiers and developers to work together in order to unlock the best solution for Redhill. The council will work together with landowners and developers to ensure the successful delivery of the AAP. In particular, where site assembly is necessary but is not forthcoming through private negotiation and agreement, the council will consider assisting through the use of its

compulsory purchase powers where there is a compelling case in the public interest and it is appropriate to do so. In such cases, it will be necessary for those promoting the development proposals to demonstrate their ability to deliver the scheme in order to satisfy the Council that there is a realistic prospect of a Compulsory Purchase Order being confirmed by the Secretary of State.

Policy RTC2-17 Compulsory Purchase Powers

The council will use its compulsory purchase powers to support the delivery of sites within the town centre where necessary and where there is a compelling case in the public interest supported by a clear commitment and capability to deliver from promoting parties.

Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals;
- Planning obligations and contributions;
- Monitoring of the health and commercial needs of the town centre;
- Site specific proposals; and
- Joint working with partners and providers, to support implementation of the Infrastructure Delivery Plan.

Planning Performance Agreements

2.96 The council is committed to encouraging new investment and recognises the need for an efficient and effective approach to all applications to ensure the timely delivery of high quality new development in Redhill. The AAP identifies a number of major opportunity sites within Redhill Town Centre which are either strategically important to its regeneration or would involve large-scale redevelopment and development proposals on such sites are likely to raise complicated planning issues.

2.97 On these major opportunity sites, the council will encourage a partnership approach and support the use of Planning Performance Agreements (PPA) to manage the project through the planning process in order to maximise the potential to achieve a high-quality, sustainable outcome. This approach will give greater certainty and confidence to all parties in the programming of complex development proposals, ensure the commitment of time and resources from both the public and private sector and ensure effective and meaningful engagement in line with the council's Statement of Community Involvement (SCI). The use of PPAs will be sought early in the process in order to derive the maximum benefit for all parties.

Policy RTC2-18 Planning Performance Agreements

The council will encourage the use of Planning Performance Agreements to manage development proposals for major opportunity sites through the planning process. As a minimum, PPAs should include the following:

- Project vision, objectives and planning proposal;
- Project issues and tasks plan;
- Project team and decision-making framework; and
- Project programme.

The council will not normally enter a PPA or be prepared to commit resources to proposals which are in clear conflict with the Local Development Framework or other relevant policies unless other material considerations indicate that the proposal would be likely to generate clear positive spatial outcomes for the locality.

Implementation - This policy will be implemented through:

- Partnership working with landowners / developers;
- Ensuring development adheres to relevant Core Strategy Policy;
- Consideration and determination of planning applications and appeals; and
- Site specific proposals.

Borough and County Council ownership

2.98 The council currently retains land interests in a number of opportunity sites within Redhill town centre including Warwick Quadrant, Marketfield Way, Cromwell Road and Gloucester Road. As a part of delivering prompt transformation and stimulating further investment in the town centre, the council will seek manage its various land ownerships with a view to bringing forward high quality, sustainable development in a timely manner. Likewise the Borough Council will work in partnership with the County Council to bring forward their town centre assets in accordance this objective.

Partnership working

2.99 The council is committed to regenerating Redhill and delivering a competitive and thriving commercial and retail location as well as a great place to live. However, it cannot achieve this vision alone. Many of the opportunity sites are in diverse land ownerships and whilst potential exists within these areas, public, community and voluntary sector intervention is crucial in realising these opportunities and ensuring the necessary supporting physical and social infrastructure is in place.

2.100 Of particular importance is The Redhill Regeneration Forum (RRF). The RRF is a multi-agency task group set up to drive forward and co-ordinate the regeneration of Redhill town centre, which is a key priority of both the County and Borough Councils set out in a joint Memorandum of Understanding prepared by the two authorities. The Forum includes representatives from a number of bodies with a vested interest in the future of Redhill and is currently chaired by Reigate & Banstead Borough Council.

2.101 Throughout the production of the AAP, the council has actively engaged with key partners and stakeholders in developing the overall vision for Redhill and options for opportunity sites. The council will continue and build upon these partnerships to secure the successful implementation of the AAP. Key partners in the process will include:

- The Redhill Regeneration Forum
- Local residents, societies and faith groups to engage the public in the ongoing regeneration of the town centre
- The Local Strategic Partnership (LSP) to ensure that the regeneration meets the objectives set out in the Sustainable Community Strategy

- Surrey County Council, Network rail and other transport operators to secure traffic management and public transport improvements
- The Environment Agency to address issues of flood risk
- Infrastructure providers to ensure that the needs of new developments can be effectively serviced and enhancements can be secured where necessary
- Land and property owners to deliver the development of opportunity and other appropriate sites within the town centre – early pre-application discussions form an essential part of this process
- Existing and potential business and retail occupiers to ensure future development supports their success and growth and enhances Redhill as a commercial location
- Emergency services to create a safe and secure environment for town centre visitors, employees and residents alike
- Housing associations to provide housing options in Redhill which meet the needs of all in society.

2.102 While the council is a landowner within the town centre, many developments will involve privately owned land. In preparing the AAP, the council has held discussions with key landowners both public and private and the aspirations and intentions of individual landowners have informed opportunity site proposals and identified options to unlock delivery.

Risk

2.103 Whilst the AAP has been prepared with the need for flexibility in mind, there are inevitable risks to the realisation of the vision and objectives of such a long-term plan. The council considers the following to be most pertinent to delivery:

- Viability of proposals and deliverability of opportunity sites
- Provision of critical infrastructure elements
- Securing developable plots

Viability and Deliverability

2.104 The AAP has been produced in the context of continued economic uncertainty both locally and wider. Although confidence locally in both commercial and particularly residential property has returned somewhat, both remain suppressed and this coupled with reductions in public expenditure could impact upon realising the proposed growth, particularly in the initial years of the plan.

2.105 Each of the opportunity sites has been tested for indicative viability to ensure that each has a realistic prospect of deliverability over the life of the plan. The sites have also been subjected to sensitivity testing in order to understand the likely impact of market conditions on deliverability and the ability of schemes to contribute towards infrastructure and affordable housing needs. The Council will keep under review the viability of opportunity sites.

Provision of Critical Infrastructure Elements

2.106 The AAP proposes a number of necessary infrastructure elements and interventions, particularly in respect of transport. Inability to secure adequate funding to deliver necessary improvements could delay the delivery of opportunity sites and challenge the ability to achieve the overall vision of the Area Action Plan.

2.107 The Council will continue to work with partners to secure the necessary infrastructure funding including relevant government funding streams and planning obligations. Whilst the Council is confident that these avenues will generate sufficient funding, it is important that flexibility is built in. In this respect, the Council will prioritise the negotiation of planning obligations in line with Core Strategy Policy CS11 Infrastructure Delivery and RTC2-14 Developer Contributions.

Securing Developable Plots

2.108 A number of the opportunity sites are in fragmented ownership. The delivery of these sites will be dependent upon the successful assembly of various interests. Instigating early negotiations will minimise the risk of delay.

2.109 The Council will work with Partners to keep these areas of risk under review and will identify strategies to deal with any specific challenges which arise in order to secure the vision for Redhill.

Appendices

- A. Urban Design Principles**
- B. Parking Standards - existing & future provision**
- C. Requirements for detailed Flood Risk Assessments**
- D. Monitoring Framework**
- E. Background Documents**
- F. Sustainability Assessment**
- G. Relationship with other Plans, Policies and Strategies**
- H. Glossary of Terms**

Appendix A - Urban Design Principles

Development will be required to adhere to Core Strategy Policy CS10: Sustainable Development, particularly with regard to incorporating flood resistant/resilient design features and being adaptable to the potentially adverse impacts of climate change. In addition to the elements captured in this strategic policy the following section provides additional principles for development in Redhill. These principles apply equally to buildings, streets and public spaces and must seek to deliver development which is accessible and inclusive for all.

Architectural quality

The highest standards of architectural quality will be sought, with particular attention given to the quality of materials, the suitability of the palette proposed to the local context, contribution to local distinctiveness and impact upon the urban grain. Kingsgate House is an example of new architecture in Redhill town centre that sets an example for future development on sites such as Marketfield Way.

Character / heritage

Development is required to respect the quality, character, setting, identity and appearance of surrounding context particularly with regard to the built form, height, scale and respect for views, both, to, from, and across the site.

Safety

All development will be required to be designed to contribute to active and safe frontages, so as to minimise opportunities for crime and anti-social behaviour, to maximise opportunities to facilitate passive surveillance and town centre stewardship, to meet 'secured by design' standards where appropriate, and to have community safety as an integral part of the design agenda.

Noise and nuisance

Location, design and internal layout of residential accommodation should ensure that living areas are located away from primary noise sources. Mixed use sites should take advantage of opportunities presented by vertical mixing to mitigate against noise and other impacts, demonstrating the sensitive placement of uses to act as a buffer from sources of impact.

Public Realm

New public realm should respect the character of the recent public realm interventions made in the High Street. This upgrade has provided a positive contribution to public life in the town. Public realm enhancements should encourage the highest quality in design, aiming to create spaces that are long-lasting. Materials and design features within the public realm should be durable and should be designed to be clutter-free, with a clear consistency and continuity of design and feel from one part of the public realm to another, with high levels of co-ordination between implementation and future management.

Active Frontages

All buildings, but especially taller buildings, should consider the creation of active, permeable ground floor interface areas, which also contribute to creating active street frontages. Corners should be seen as opportunities to create architectural interest. Proposals should respect / redefine the building line, with residential interfaces providing a clear definition between private and public areas.

Amenity

New developments will be expected to provide a good level of amenity for future occupants. Where possible, provide outdoor amenity spaces for occupants of the development appropriate to the scale and function of the development. Residential development including conversions must be laid out to provide a good quality of amenity for future occupiers. Wherever possible:

- Bedrooms should be located away from party walls and communal areas such as stairwells in order to reduce the likelihood of noise and disturbance;
- Private outdoor space should be provided;
- Bedrooms and living rooms should not be closely and directly overlooked;
- In all but exceptional cases where site-specific constraints may dictate otherwise, natural lighting and ventilation should apply in all main living areas; and
- Suitable provision should be made for domestic storage.

Where these requirements are not possible due to site constraints, but the development remains acceptable in all other regards, details for appropriate mitigation should be provided.

Maximise development potential

Reflecting the areas at which height is being promoted this plan considers that certain locations across the centre are capable of being developed at higher densities.

A standard range of 150-250dph for Redhill sites are suggested rising to 350dph for the cluster of sites around the rail station where height is being promoted. Individual proposals will also need to give consideration also needs to be given to the sites' relationship to other factors e.g. levels of public transport, social infrastructure, the housing mix, local character and any associated commercial development planned. It is particularly important that design is of a high standard when building densely. Development will be required to be of highest possible intensity of use compatible with local context. In particular consideration will be given to;

- Use and form;
- Particularly suitable to station cluster in part due to good accessibility;
- Environmental capacity; and
- Improvements in physical transport and social infrastructure keep pace with delivery of new jobs and homes.

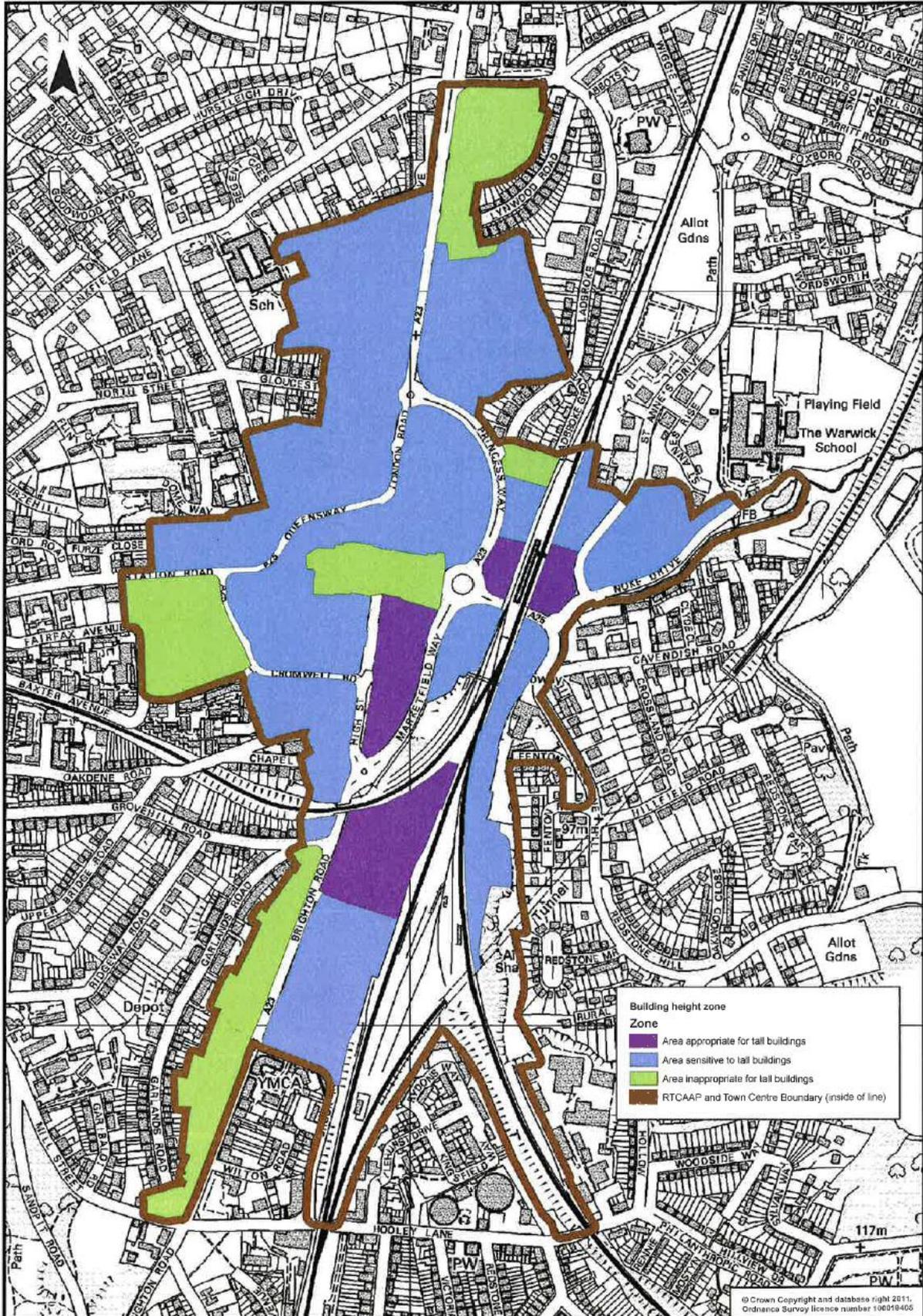
Tall Buildings

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

Tall buildings, in the context of the Redhill AAP, should acknowledge the general strategy to propose new developments more uniformly ranging from 4-6 storeys with respect shown to the ratio between building heights, street width and surrounding topography. Tall buildings within this context will be 8+ storeys. In the AAP area, proposed increases in height will be considered in three areas:

- 1) Areas **appropriate** for tall buildings;
- 2) Areas **sensitive** to tall buildings; and
- 3) Areas that are **inappropriate** for tall buildings.

Tall building zones



January 2012

Redhill Town Centre Area Action Plan
Consultation Draft

1. The areas that are considered as an **appropriate** location for tall buildings. It is clear that some locations could have a transformational quality as they are centrally located. The design of such a building should be strategically determined through more detailed urban design studies, looking at:

- natural topography;
- urban grain;
- significant views of skylines;
- scale and height;
- streetscape; and
- landmark buildings, areas, and their settings including backdrops, important local views, prospects and panoramas.

In Redhill Town Centre the areas around the station that face the town should be seen as important gateways and will be considered appropriate for buildings that are taller than their neighbours. The reasons for this are as follows:

- this location benefits from its proximity to public transport and therefore higher densities would be reasonable on these relatively small sites;
- currently the station is quite underwhelming, providing limited recognition of its civic significance. Increased height would serve to announce this location as a distinct and important place; and
- this is a low point within the town, in the shadow of the embankment of the railways and therefore would have less visual impact than other, more prominent locations.

2. Areas that are considered **sensitive** to tall buildings. The impact of any tall building should be critically assessed and rigorously examined before any approval is given. This will require further detail including 3 dimensional and rigorous design, architectural and planning analysis.

3. Areas that are **inappropriate** for tall buildings - these are currently predominantly low rise areas, in which it would be highly unlikely that a tall building would benefit its neighbours. Parts of the High Street and parts of Station Road have been identified as such an area because it currently has a consistent character and feel that due to its traditional shopping frontage and building heights. This should be maintained and enhanced and it is considered that tall buildings in this area would start to erode this integrity.

Green Infrastructure

R&BBC is committed to developing a GI Strategy (*Core Strategy CS1 Valued landscapes and natural environment*), in line with government commitments within the NPPF, the Government's White Paper 'Securing the Value of Nature', the Surrey Biodiversity Strategy and commitments within the Council's Core Strategy, Community Strategy and Corporate Plans.

The GI Strategy will lead to a multi-functional living network of green infrastructure. Green spaces such as parks, wildlife sites, commons, amenity spaces, recreation grounds, private gardens, farm land, woodland and meadows, will be linked together by linear features, such as hedges, footpaths and cycle routes, rooftops and watercourses. These elements of GI will together deliver a range of environmental and social benefits such as:

- Habitats for wildlife
- Urban amenity and open space
- Opportunities for sport and recreation
- Green corridors providing connectivity of habitat for wildlife and / or for people providing sustainable access within and between urban centres and to and from the countryside
- Ecosystem services such as flood management, reduction in the effects of climate change, pollination, food production
- Health and well being
- Improvements to quality of life and crime reduction.

The GI Strategy will be delivered through development policy aimed at preserving, enhancing and extending GI. The GI Strategy will deliver large scale projects and initiatives, together with local scale projects (for example within Redhill) and site specific or ‘doorstep’ schemes. The Redhill guidance contained here is to be viewed as a ‘living document’ and may be updated and supplemented as appropriate.

As set out in Policy RTC2-10 *Promoting the enhancement of GI within Redhill and surrounding area* of this plan the focus for the site GI design should be relevant to the GI deficiencies identified within the GI Strategy and the opportunities presented by the site. GI design proposals could include but not be limited to those listed below;

Table A: GI Design Features

Principal Green Infrastructure Deficiency/Opportunity/Objective (from GI Strategy)	Examples of GI design feature to incorporate into site plans to reduce the deficiency or to exploit the opportunity	Associated multi-functional benefit
Biodiversity enhancement	Maintenance and provision of trees	Health/well-being, aesthetic, urban cooling, storm water attenuation
	Green roofs - extensive/intensive maintenance as appropriate. Balconies and terraces, green walls. Associated features to encourage biodiversity could include bird/bat boxes and other features	Storm water management, rainwater harvesting, Co2 absorption, urban heat island effect, amenity, aesthetics
	Green/living walls – mosses, climbers etc.	Storm water management, CO2 absorption, aesthetics
	Enhancement of open space within developments. Provision of balconies, courtyards Appropriate planting in courtyards – e.g. fruit trees, Sensory/berry planting	Amenity value, aesthetics, open space
Biodiversity connectivity	Maintenance and provision of trees, hedges, road verge planting.	Storm water management, reduction

		of heat island effect
	Green corridor for wildlife between development and from development to the existing areas of biodiversity	Sustainable access, aesthetics, amenity
	Green bridges (e.g. Network Rail or trunk roads)	Aesthetics
Sustainable Access	Improvements in footpaths and cycleways between sites and urban amenities, the station, urban open space and the wider countryside. Links between development site and existing corridors.	Biodiversity connectivity, health and well being, reduction in community severance
Ecosystem services – flood reduction/attenuation, reduction in flash flooding	SUDS/rain water management Permeable pavements Planting along road verges Planted forecourts rather than tarmac. Trees/planting as traffic calming/parking areas	Aesthetics, amenity, biodiversity
	SUDS/other flood attenuation associated with wetland for multi-functional benefits	Aesthetics, amenity, biodiversity
	Rain water management associated with green roofs, bird boxes etc. for multi-functional benefits	Aesthetics, amenity, biodiversity
Mitigating the effects of climate change	Encouragement of trees for shade; building-in shade into design to reduce urban heat island effect.	Reduction in storm water runoff, amenity value
Open space and amenity deficiency	Contribution to improvements to off-site amenity/open space/parks etc. or improvements to access to these spaces	Sport, play opportunities, health and well being, social benefit
	Combining amenity provision with flood reduction or other ecosystem service e.g. Memorial Park	Various
	Provision of open space within development	Various
Play and sport provision	Contributions to offsite provision	Health and well being
	Inclusion in site development plans.	Health and well being, community cohesion
Food production	Contribution to provision of allotments Provision of community gardens/orchards	Social/community cohesion, health and well being
Local sense of place, crime reduction, townscape	Overlooked play areas	Social/community cohesion, health and

		well being
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Detailed guidance on providing the above will be provided in the GI strategy. Multi-functional GI will be encouraged which meets a number of GI objectives.

In support of Policy RTC2-10 *Promoting the enhancement of Green Infrastructure within Redhill and surrounding area* the following will be sought;

i) Preserving, enhancing and extending Green Infrastructure within the RTCAAP area and surroundings

The existing GI of the RTCAAP area and of the vicinity is shown in Figure 10 *Open space deficiency*. The sites and links are listed in Table B. and proposals for enhancing GI are identified.

The existing GI sites and corridors outlined in the GI evidence base for Redhill will be preserved in accordance with Core Strategy CS1 *Valued landscapes and natural environment* and CS11 *Infrastructure delivery*. Site development plans should demonstrate how the proposals will avoid adverse effects on these sites and corridors and the GI functions they provide.

The GI Strategy identified that new elements of GI would be planned to enhance the GI network in Redhill and the vicinity (outlined in the GI evidence base for Redhill in addition to the information provided in Table B below). These include new or enhanced open spaces and corridors. Site development plans should demonstrate how their proposals will avoid compromising the effectiveness of these elements of the GI network and the GI functions they are expected to provide.

Proposals will be encouraged which:
- Preserve and enhance the existing and proposed GI sites within the area in accordance with their key GI function(s)
- Contribute to improving green corridors for people and wildlife, connecting spaces within the GI network
- Contribute to achieving multi-functional GI objectives for enhancing GI in Redhill, in line with priorities expressed in the GI Strategy.

Table B: further detail to be provided in the GI evidence base for Redhill:

Existing or proposed GI site/corridor/initiative	GI Function	GI improvement needed/GI objectives
All sites included within the Open Space Assessment	See Open Space Assessment	Depends on site.
POTENTIAL SITES/CORRIDORS	GI	

<p>Small amenity green space near the Redhill Youth Association Hut, near Station pedestrian underpass</p>	<p>Currently overgrown and unmanaged space between Marketfield Way and the pedestrian subway to the station.</p>	<p>Primary function would be provision of amenity green space within the town centre. It could also provide supervised play provision, depending on plans at Liquid and Envy site. Sustainable access to the town centre should be an important feature. Connectivity to existing areas of biodiversity should be encouraged.</p>
<p>Redhill Brook</p>	<p>Currently most of the length of the brook within the town centre is inaccessible.</p>	<p>Considerable opportunity to maximise amenity and biodiversity value through opening up the brook at Memorial park and through enhancement works near Belfry roundabout and Reading Arch Road.</p>
<p>Improving sustainable access to key areas of GI including Redhill common etc.</p>	<p>Currently poor access across town. Improvements in sustainable access to GI outside the town centre will be a useful given the few opportunities for the provision of major new town centre open space sites</p>	<p>Current priorities (to be determined) include:</p> <ul style="list-style-type: none"> - improving west/east access across the town because of the railway and station. - Improving access to open spaces in vicinity to the town centre.
<p>Railway Sidings</p>	<p>Biodiversity and green corridor; It is also visually an important feature in the otherwise urban area.</p>	<p>Discussions could be held with Network Rail on site biodiversity management. These are important green corridors for wildlife and which can also be seen from a distance. Offers a corridor from which other corridors can connect to the town. It could be linked in to adjacent development proposals via hedges, trees etc.</p>
<p>Railway embankment</p>	<p>Biodiversity value and green corridor along the railway line. It is also visually an important feature in the otherwise urban area.</p>	<p>The embankment provides a useful biodiversity resource close to the town centre, offering a corridor from which other corridors can connect to the town. It could be linked in to adjacent development proposals</p>

		via hedges, trees etc. It should be maintained and enhanced for maximum wildlife benefit.
Open Space along Redhill brook, Noke Drive	Small brook, currently not meeting its full value	Potential for an area of open space along the stream, within an area which cannot be built up for flood risk reasons. This could provide a useful linear feature, enabling access from the station to the entry point to the Moors.
The Moors – Biffa/SCC minerals workings from Merstham, east of Watercolour to Redhill and access to the sites	Extensive area of minerals working, some areas already managed as SWT Reserve as a natural/semi natural green space and with local conservation groups actively involved.	Opportunities for enhancing site to provide multi-functional benefits whilst maintaining its primary biodiversity and flood attenuation functions. Other opportunities include cycling/walking.
The ‘Paddock’ area, Cavendish Road, Moors	Currently the entrance point to the Moors	Important to keep this area as an entry point. Development of this site would compromise the site value.
Railway crossing point at Ladbroke Road, with small potential orchard area (triangle) to East of railway line	Unused open space	Community orchard or similar.

ii) Integrating Green Infrastructure into Development Design

It is proposed that all GI will be integrated with development planning in Redhill so that Redhill becomes an important element of the GI Network. This will be achieved by including GI within design – for example by enhancing amenity provision, the development of new open space within development or a new footpath connecting the town to the wider countryside. Projects which offer multi-functional benefits will be particularly encouraged, such as those which offer an ecosystem service such as flood reduction together with biodiversity enhancement.

All development sites will need to achieve high standard of GI design. All development proposals should demonstrate that they will enhance the Borough’s GI Network as follows:

- i) Preserving, and where appropriate, enhancing, GI features on the site identified through the Open Space assessment, GI Strategy and through site survey
- ii) Preserving, and where appropriate, enhancing, GI features on the site identified through the Open Space assessment, GI Strategy and through site survey

iii) Incorporating GI features (see table A) into the site design and linking the site to existing GI where appropriate, so as to contribute to the provision of environmental, social and ecosystem benefits.

R&BBC guidance on integrating GI into development will be provided in the GI Strategy

iv) Site Specific GI Policies where development provides opportunity for GI

Site development plans for the following sites should demonstrate site-specific GI features (from Table A above) which are consistent with the deficiencies in the area and the GI opportunities created by the development. These features are as follows (table C):

Table C: Site Specific GI Design Features for Major Development Opportunity Sites

Site	Deficiency in/GI opportunity	GI design feature (GI Strategy will provide further details)
Marketfield Way	Flood risk; Urban GI deficiency. biodiversity, reduction in flooding and climate change effects. Opportunities: opportunity for multifunctional urban GI consistent with the proposed high quality comprehensive regeneration scheme.	Development proposals should include: <ul style="list-style-type: none"> - Green roofs, walls with rainwater storage with opportunities for biodiversity, bird boxes and other biodiversity enhancement. - Street level planting, with permeable paving etc. - Opportunity for designing-in courtyard as part of the development - Climate change adaptation
Cromwell Road	Deficiencies: Access to town; lack of biodiversity, shade, rain attenuation Opportunity presented: building redevelopment offers opportunity for multifunctional urban GI	Development proposals should include: <ul style="list-style-type: none"> - Links between development to the west and with town centre. - Green roofs, providing storm water attenuation, biodiversity enhancement, possibly amenity and community use - Permeable/green pavements - Climate change adaptation - Open space within the development designed for community use. Fruit trees and/or sensory planting or berries to encourage biodiversity
Gloucester Road	Opportunities: biodiversity and flood storage opportunities due to location	Development proposals should include: <ul style="list-style-type: none"> - Access from the site to enable short crossing to Memorial Park. - Open Space fronting the school fields - Biodiversity enhancements, flood storage - Green roofs and walls. - Climate change adaptation
Belfry	Opportunities: biodiversity and flood	As Marketfield Way

	storage	
Warwick buildings	Urban GI deficiency. Biodiversity deficiency. Flooding and climate change effects. Opportunities: opportunity for multifunctional urban GI consistent with regeneration.	Development proposals should include: <ul style="list-style-type: none"> - Green roofs, walls, hotel balconies with rainwater storage with opportunities for biodiversity, bird boxes and other biodiversity enhancement at the superstore and hotel. This is a prominent position, and a well designed building with up-to-date green roof/wall design would be an important feature of the town. - Street level planting, public realm works, with permeable paving etc.
Reading Arch Road area	Opportunities; working with a range of landowners to secure biodiversity improvements.	Development proposals should include: <ul style="list-style-type: none"> - Development of an amenity space within the site, probably linked to an opened up stretch of brook. Opportunities for access to the brook as part of a wider amenity project. - Discussions with Rail over management of the woodland.
Redstone Hill	The woodland nearby provides an important biodiversity feature for the site. Possibility of public access should be explored.	Development proposals should include: <ul style="list-style-type: none"> - Open space - Working with Network Rail over the potential management of and access to the nearby woodland for amenity purposes, and opportunities to identify the site as a LNR. - Green Corridor links from the development via open spaces, hedges and trees to the existing woodland, in order to encourage biodiversity connectivity.
Colebrook Site	Deficiency: poor access to town Opportunity: for link to a redeveloped station site and to the Moors area	Development proposals should include: <ul style="list-style-type: none"> - Green roofs and other biodiversity and rainwater storage features - Pedestrian/cycle access route to town via the station, and to the Moors. - Should include open space. - Associated linear amenity green space along the Brook where it is too flooded to build. This should include footpaths towards Warwick School and on to the Moors. Extension to the Royal Mail site.
Royal Mail Site	Deficiency: Poor access to town, noise from trains Opportunities: integrate development with that of the station to enable connectivity across to the west side of town.	Development proposals should include: <ul style="list-style-type: none"> - Footbridge over the railway to improve access - Footpaths to Colebrook site and then to the Moors. - Maintain the tree cover as noise barrier.
Memorial Park	Deficiency: small area for a large town. Insufficient play	Development proposals should include: <ul style="list-style-type: none"> - Open space enhancement

	equipment	<ul style="list-style-type: none"> - Play provision - Biodiversity enhancement with flood storage - Extension of footpaths and cycle links to and from town and linking to surrounding countryside
Liquid and Envy Site	<p>Deficiencies: flood risk area</p> <p>Opportunities presented: development of a housing site close to town centre and station and close to existing areas of biodiversity.</p>	<p>Development proposal should include:</p> <ul style="list-style-type: none"> - An appropriate building height for the prominent position, carefully designed to take advantage of location and incorporating green roofs, balconies/terraces to encourage connectivity of biodiversity. - Flood storage/SUDS integrated with biodiversity opportunity, possibly with amenity value for residents. - A green corridor linking the site to the existing trees. - An open space, linked to this green corridor providing continuity for people and wildlife with the development. - Link to the existing Hut site, where there could be supervised, visible play.
Station Site	<p>Opportunity: comprehensive station redevelopment, which would maximise sustainable transport from east to west across the town.</p> <p>The station, whilst an important sustainable transport facility, also severs the town.</p>	<p>Development proposal should include:</p> <ul style="list-style-type: none"> - Sustainable transport – west-east transport; improved access to the town and to the countryside. - Improvements to surface water drainage - Improved cycle and pedestrian provision at roundabout. - Footpaths linking the site to the Moors, and via the identified linear amenity space. Paths to Memorial park. - Maintain the tree belt along the side of the site. - Green roofs/walls as above

vi) Avoiding Recreational Pressure on the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC)

To avoid adverse effects on the SAC due to recreational pressure resulting from increased population, all development in Redhill shall be expected to contribute to the provision of open space or access to open space in the vicinity of Redhill.

Appendix B – Parking Standards

Due to the degree of accessibility in Redhill Town Centre, the parking standard required will be between 25% and 50% of the current Borough parking standards.

Background

The Council's current evidence base (Design and Parking Review: 2008) was used to inform the parking approach (graduated parking standards in built-up areas based on accessibility levels) for the Borough, which was captured in the Core Strategy (version submitted to the Secretary of State). The approach is based on the following:

- Surrey County Council's (SCC) 2003 Supplementary Planning Guidance (SPG) that set out a classification of the urban area into Parking Package Areas (PPAs) based on levels of accessibility.
- Of the four PPAs, Redhill falls within PPA 1, which describes the urban area as a regional or major town centre, with high public transport accessibility (a hub for frequent bus and rail services).
- The methodology applied seeks a reduced standard based on the degree of accessibility of the urban area. Effectively each PPA would have a varied percentage reduction of the adopted borough standards. PPA1 would have the highest degree of accessibility and would therefore have the lowest need for parking provision and hence the highest percentage reduction.
- PPA1 is defined as having an applicable percentage reduction of between 0-25% of the standard.
- A ten minute walking distance from Redhill Town Centre is considered to be within PPA2, which has an applicable standard of between 25% and 50%.

Since the preparation of the Design and Parking Review, the Council has commissioned consultants to prepare a parking management strategy for Redhill Town Centre. A 25% standard and an average Surrey based standard (TRICS) were used to determine the future requirement for parking spaces based on proposed development. The parking management strategy was not commissioned to determine the appropriate parking standard for the town centre but found that a standard of 25% would be too restricting based on the developments the Council seek to encourage. In the absence of agreed standard, it would seem sensible to opt for a range of between 25% and 50%, which is equivalent to PPA2 – larger town centres and periphery of Area 1, with good public transport accessibility (extensive network).

The reason for this approach stems from the fact that Redhill requires enhancements to improve its connectivity within the Town Centre and with its surrounding areas. It has yet to become the regional transport hub that the South East Plan envisaged and the Council wish to encourage development where parking standards are not seen as a deterrent.

The standards are based on extensive research involving surveys and interrogation of databases such as TRICS, traffic impact assessment reports, the County planning appeals system and other literature on specific parking issues and studies undertaken.

Standards for lorry spaces are given as indicative figures and actual provision should meet minimum operational requirements.

For the design and layout of cycle parking facilities refer to the Surrey County Council, 'Cycle Facility Design Guide'.

Floor areas referred to throughout these standards relate to the gross floor area (GFA) in square metres as ascertained by external measurement of the building unless otherwise stated. Reference to the types of development conforms to the Use Classes specified in the Town and Country Planning (Use Classes) Order 1987 as amended by the General (Amended) Development Order 1995.

Table D: parking standards

A1 Retail

Food or non-food retail (up to 500 sq m) (e.g. small parades of shops serving the local community)	1 car space per 60sq m – 120sq m
Food or non-food retail (up to 1,000 sq m)	1 car space per 50sq m -100sqm 1 lorry space per 1,000sq m – 2,000sq m
Food retail (greater than 1,000 sq m)	1 car space per 28sq m – 56sq m 1 lorry space per 1,000sq m – 2,000sq m For stores greater than 2,500sq m 1 lorry space or goods bay per 1,500sq m – 3,000sq m. For stores greater than 5,000 sq m 1 lorry space or goods bay per 2,000sq m – 4,000sq m
Open air markets	12 - 24 car spaces per vendor
DIY store without garden centre	1 car space per 50sq m - 100sq m open and covered display area plus 1 lorry space per 1,000sq m – 2,000sq m
Garden centres	1 car space per 50sq m – 100sq m open and covered display area plus 1 lorry space per 1,000sq m – 2,000sq m
Retail parks	1 car space per 50sq m – 100sq m plus 1 lorry space per 1,000 – 2,000sq m
Other uses	1 car space per 50sq m – 100sq m plus 1 lorry space per 1,000sq m – 2,000sq m

A2 Financial and professional services

Banks, building societies,	1 car space per 60sq m – 120sq m
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estate agents and other agencies, betting shops

A3 Food and drink

Restaurants and cafes, wine bars and public houses and licensed clubs 1 car space per 12sq m – 24sq m

B1 Business use

Offices 1 car space per 60sq m – 120sq m

Business parks 1 car space per 60sq m – 120sq m

Light industrial, high technology, science parks and research parks 1 car space per 60sq m – 120sq m

B2 General industrial

General industrial use 1 car space per 60sq m – 120sq m

B8 Storage and distribution

Warehouse - storage 1 car space per 200sq m – 400sq m plus 1 lorry space per 400sq m – 800sq m

Warehouse - distribution 1 car space per 140sq m – 280sq m plus 1 lorry space per 400sq m – 800sq m

Cash and carry 1 car space per 60sq m – 120sq m plus 1 lorry space per 400sq m – 800sq m

C1 Hotels, hostels, guesthouses and bed & breakfast accommodation

1.5 car spaces per bedroom (may be reduced to 1 car space per bedroom if other facilities such as bars, restaurants and function rooms are not open to non-residents) plus 1 coach space per 100 bedrooms.

Residential hostels 1 car space per 6 - 12 residents

C2 Residential institutions

Old people's homes 1 car space per 10 - 20 residents

Hospital 1 car space per 8 - 16 staff plus 1 car space per 6 – 12 daily visitors

Student hostel 1 car space per 10 - 20 students and 1 car space per 2 - 4 members of staff

Nursing homes Individual assessment

Residential schools	1 car space per 4 - 8 members of staff
<i>C3 Dwelling houses</i>	
1 bedroom unit	0.25 – 0.5 car spaces
2 bedroom unit	0.37 - 0.75 car spaces
3 or more bedroom unit	0.5 - 1 car spaces
Elderly (sheltered)	1 car space per 1 or 2 bedroom dwelling unit (self-contained) 0.5 car space per dwelling unit (communal)
<i>D1 Non-residential institutions</i>	
Day nurseries/crèches	0.18 - 0.37 car spaces per member of staff plus 0.05 – 0.1 spaces per child. (Note: Staff provision to be based on actual full time and part time numbers)
Doctors' practices	0.25 – 0.5 car space per doctor, 1 car space per 4 - 8 ancillary staff and 0.5 - 1 spaces per consulting room
Dentists' practices	0.75 - 1.5 car spaces per consulting room
Veterinary practices	1 - 2 car spaces per consulting room
Libraries, museums and art galleries	1 car space per 60sq m – 120sq m
Public halls licensed for entertainment. Unlicensed youth and community centres and Scout huts etc.	1 car space per 6 -12 persons or per 3 seats or per 40sq m – 80sq m
Places of worship	1 car space per 20 – 40 seats (Where is likely that the congregation will be drawn from a wide area, additional spaces may be required).
Schools and Colleges	Car parking: only operational requirements should be provided for, together with overflow parking on hard play areas for community uses. Pupil parking and drop off /pick up areas are discouraged as this encourages car usage (except on existing sites where any further on street parking will reduce highway safety or emergency access). However, all other measures to discourage parking will be considered first and could include car sharing, staggered opening and closing times, parking restrictions etc. A parking management plan should be prepared and
New schools or those where expansion is proposed will be requested to develop and monitor 'School Transport and Development Plans' with the assistance of SCC.	

submitted as an integral part of any planning application.

Coach/Bus parking: on all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, bus borders, seating and shelters shall be provided on the highway by the applicant.

Cycling: provision of cycle parking will be a condition of any new or expanded school. Wherever possible, improvements to cycle routes/safety measures should be sought by the applicant.

D2 Assembly and leisure

The following standards are applicable to the normal use of premises. Where special uses are intended or special circumstances apply, additional parking spaces may be required.

Theatres, cinemas, bingo clubs, dance halls and clubs	1 car space per 10 - 20 persons as licensed (1 car space per 6 - 12 persons if less than 1,000 sq m).
Conference centres	1 car space per 10 - 20 seats (1 car space per 6 - 12 seats if less than 1,000 sq m)
Exhibition halls	1 car space per 12 - 24 sq m
Stadia	1 car space per 30 - 60 seats.
Multi-activity health clubs or leisure centres	Individual assessment
Tennis and Badminton Clubs	1 - 2 car spaces per court
Squash Clubs	0.5 - 1 car spaces per court
Marinas and water sports	0.75 - 1.5 car spaces per hectare of water area
Field sports clubs	0.25 – 0.5 car space per 2 playing participants
Golf clubs and driving ranges	0.25 – 0.5 car space per 0.3 holes or per driving bay
Equestrian centres	0.25 – 0.5 car space per stable

Other uses

Pick your own fruit farms	9 car spaces per hectare of PYO farm land
Vehicle repair, garage and spares stores	1 car space per 40sq m – 80sq m
Car sales establishments	1 car space per 100sq m – 200sq m car display area

Exhaust and tyre centres	0.25 -0.5 car spaces per 0.3-0.5 bays
Mixed uses - town centres	Individual assessment
Mixed uses - out of town	Individual assessment

Parking for disabled drivers

General advice is included in 'Parking for Disabled People' and 'PPG13 Good Practice Guide', both published by the former Department for the Environment, Transport and the Regions (DETR). Detailed advice on the preferred location and dimensions for disabled parking bays is included in 'Surrey Design-a Strategic Guide for Quality Built Environments' published by SCC. Regard should also be had to advice published in 'Reducing Mobility Handicaps' by the Institution of Highways and Transportation.

For non-residential developments, 5% of parking spaces should be allocated for disabled persons. In areas of high parking restraint this may not give sufficient spaces, hence a minimum standard of one space per 750 sq m should be provided in zone types 1 and 2. In all cases, parking for the disabled should be sufficient to meet demand.

Car parking spaces for people with disabilities should be larger than usual to enable a wheelchair user to transfer easily to and from a car, and thus should have minimum dimensions of 5.0m x 3.6m. They should be located close to an accessible entrance, preferably the main entrance. The entrance should be ideally under cover, clearly signed and not more than 50m from the designated parking spaces.

Cycle and Motor Cycle Parking

The following table is published by the London Cycle Network in their Design Manual and is a good basis for determining the minimum number of cycle parking spaces to be provided.

Transport

Rail Stations	5 cycle and 5 motor cycle spaces per peak period train
Bus Stations	2 cycle and 2 motor cycle spaces per 100 peak period passengers

The following guidelines should also be noted:

At least one 'Sheffield' type stand should be provided per 20 car parking spaces, subject to a minimum of 2 stands being provided.

Stands should be located within 20 metres of the access to the premises, which they serve.

Stands provided in a group should be undercover, lit, secure and adequately signed.

USE CLASS

MINIMUM Standard

A1 Retail

Food retail	1 space per 125m ²
Non-food retail	1 space per 300m ²
Garden Centre (can also be classed under sui generis)	1 space per 300m ² (min 2 spaces)
All other retail uses	Individual assessment
A3 Food and drink	
Restaurants, snack bars and café's. For sale & consumption on the premises (if located beyond Town Centre locations).	1 space per 20 seats (min 2 spaces)
A4 Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	1 space per 100m ² (min 2 spaces)
A5 Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 space per 50 m ² (min 2 spaces)
B1 Business	
Offices	1 space per 125m ² (min 2 spaces)
Research & development / light industry	1 space per 250m ² (min 2 spaces)
B2 General Industrial	
	1 space per 500m ² (min 2 spaces)
B8 Storage or distribution (inc. open air storage)	
	1 space per 500m ² (min 2 spaces)
C1 Hotels/Guest houses	
	Individual assessment
C2 Residential Institutions	
Care homes/Nursing homes	Individual assessment
Hospitals	Individual assessment
Residential colleges	1 space per 2 students 1 space per 2staff
Training centres	Individual assessment

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)

Flats / houses without garages or gardens:

1 and 2 bedroom unit

1 space

3 or more bedroom unit

2 spaces

D1 Non-residential institutions

Day Nurseries/Crèche

1 space per 5 staff plus
minimum 2 spaces

Doctor's practices

1 space per 2 consulting
rooms
minimum 2 spaces

Dentist's practices

1 space per 2 consulting
rooms
minimum 2 spaces

Veterinary practices

1 space per 2 consulting
rooms
minimum 2 spaces

Libraries, museums and art galleries

Individual assessment

Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc.

Individual assessment

Places of worship

Individual assessment

Schools/colleges

School Travel Plan
required, to incorporate a
site specific cycle strategy
(see notes on page 7)**D2 Assembly and leisure**

Individual assessment

Sui Generis and all other uses not mentioned above

Individual assessment

Appendix C – Flood Risk Assessments

Flood risk assessment should be carried out to the appropriate degree at all levels of the planning process, to assess the risks of all forms of flooding to and from development taking climate change into account and to inform the application of the sequential approach.

At all stages of the planning process, the minimum requirements for flood risk assessments are that they should:

- be proportionate to the risk and appropriate to the scale, nature and location of the development;
- consider the risk of flooding arising from the development in addition to the risk of flooding to the development;
- take the impacts of climate change into account;
- be undertaken by competent people, as early as possible in the particular planning process, to avoid misplaced effort and raising landowner expectations where land is unsuitable for development;
- consider both the potential adverse and beneficial effects of flood risk management infrastructure including raised defences, flow channels, flood storage areas and other artificial features together with the consequences of their failure;
- consider the vulnerability of those that could occupy and use the development, taking account of the Sequential and Exception Tests and the vulnerability classification, including arrangements for safe access;
- consider and quantify the different types of flooding (whether from natural and human sources and including joint and cumulative effects) and identify flood risk reduction measures, so that assessments are fit for the purpose of the decisions being made;
- consider the effects of a range of flooding events including extreme events on people, property, the natural and historic environment and river and coastal processes;
- include the assessment of the remaining (known as 'residual') risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular development or land use;
- consider how the ability of water to soak into the ground may change with development, along with how the proposed layout of development may affect drainage systems; and
- be supported by appropriate data and information, including historical information on previous events.

At the planning application stage, an appropriate FRA will be required to demonstrate how flood risk from all sources of flooding to the development itself and flood risk to others will be managed now and taking climate change into account. Policies in LDDs should require FRAs to be submitted with planning applications in areas of flood risk identified in the plan.

The FRA should form part of an Environmental Statement when one is required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as amended.

Flood Risk Management Measures

This should show that the flood risk management hierarchy has been followed and that flood defences are a necessary solution. This should include details of any proposed flood defences, access/egress arrangements, site drainage systems (including what consideration has been given to the use of sustainable drainage systems) and how these will be accessed, inspected, operated and maintained over the lifetime of the development. This may need to include details of any modelling work undertaken in order to derive design flood levels for the development, taking into account the presence of any new infrastructure proposed.

Off site impacts and proposed mitigation measures

This should be over the lifetime of the development, taking the relevant climate change allowances into account. The assessment may need to include:

- Details of the design basis for any mitigation measures (for example, compensatory flood storage works and measures to improve flood conveyance). A description of how the design quality of these measures will be assured and of how the access, operation, inspection and maintenance issues will be managed over the lifetime of the development.
- Evidence that the mitigation measures will work, generally in the form of a hydrological and hydraulic modelling report.
- An assessment of the potential impact of the development on the river, estuary or sea environment and fluvial/coastal geomorphology. A description of how any impacts will be mitigated and of the likely longer-term sustainability of the proposals.

Appendix D – Monitoring Framework

In addition to the implementation points identified alongside each policy progress towards the achievement of both individual policies and the overall vision will be kept under review and reported as part of the Borough's Annual Monitoring Report:

Table E: monitoring framework

Policy Theme	Indicators	Associated targets	Baseline	Source
Delivering Opportunities	Delivery of major opportunity sites	Application Permission Commencement Completion	N/A	Monitoring of planning permissions and development
	Delivery of opportunity sites	Application Permission Commencement Completion	N/A	Monitoring of planning permissions and development
Retail offer	Net additional floorspace for comparison goods	19,400sqm by 2027	2011 monitor	Monitoring of planning permissions and development
	Net additional floorspace for convenience goods	7,000sqm by 2027	2011 monitor	Monitoring of planning permissions and development
	Breakdown of floorspace within the PSA by use class	PSA to be retail led	86% A1 - Sept 2011	Town centre surveys
	Breakdown of floorspace within the SSA by use class	Greater mix of uses	48% A1 - Sept 2011	Town centre surveys
	Number and percentage of vacant units in the PSA (excluding Belfry)	Reduction against baseline	6 (6.3%) – Sept 2011	Town centre surveys
	Amount and percentage of vacant floorspace in PSA (excluding Belfry)	Reduction against baseline	1,690sqm (7.7%) – Sept 2011	Town centre surveys
	Number and percentage of vacant units in the Belfry	Reduction against baseline	6 (13.3%) – Sept 2011	Town centre surveys
	Number and percentage of vacant units in the SSA	Reduction against baseline	3 (10.7%) – Sept 2011	Town centre surveys
	Amount and percentage of vacant floorspace in SSA	Reduction against baseline	173sqm (6.2%) – Sept 2011	Town centre surveys
	Percentage of new retail units between 200 and 500sqm	Maximise %age	2011 monitor	Monitoring of planning permissions and development

	Retail rankings/destination score	Improve position of Redhill in retail destination rankings	253 (MHE ranking 2008)	External Rankings Index MHE UK Shopping Index
	Pedestrian flows	Increase in footfall on main pedestrian thoroughfares	2008 pedestrian movement count	On-street footfall survey
	Number of GOAD key attractors within the town centre	Increase upon baseline	14	Town centre surveys GOAD
	Number of multiple (chain) retailers within town centre	Increase upon baseline	2011 monitor	Town centre surveys
	Retailer demand	Number of operators seeking space in Redhill – number of multiples	4 (RLNA Update, 2011)	FOCUS database Local agents
	Visitor satisfaction	Increase in visitor satisfaction with Redhill shopping offer Increase in visitor satisfaction with Redhill leisure offer %age of people identifying Redhill as their primary destination for comparison, convenience and leisure	RLNA 2007, RBBC 2010	On-foot visitor survey Postal Survey
Markets	Number of market events held annually in the town centre	No reduction against baseline	RBBC	Town centre management
Grot spots and public realm	Delivery of 'grot spot' initiatives	All 'grot spot' schemes to be completed by 2013	N/A	Regeneration programme
	Visitor satisfaction	Increase in visitor satisfaction with retail environment and public realm	RLNA 2007, RBBC 2010	On-foot visitor survey
Office provision	Net additional office floorspace	7,000sqm by 2027	2011 monitor	Monitoring of planning permissions and development
	Number of businesses located within the town centre	Increase upon baseline	530 business units – March 2010* <i>*Redhill 010 MSOA used as proxy</i>	Office of National Statistics
	Vacant office floorspace within the town centre	Reduction against baseline	c.20,000sqm (March 2011)	Commercial Commitments Monitor

Evening economy	Net additional leisure floorspace	Up to 3,000sqm	2011 monitor	Monitoring of planning permissions and development
Job creation	Number of new jobs created as a result of developments	Increase upon baseline year	0	Monitoring of planning permissions and development
Renewable energy	Percentage of schemes providing 10% of energy requirements through renewables	100%	N/A	Monitoring of planning permissions and development
Green Infrastructure	Open space/GI assets within the town centre boundary	No loss of identified GI assets within the town centre	GI Strategy baseline	Monitoring of planning permissions and development
	Delivery of improvements to memorial park	Commencement Completion	N/A	Monitoring of planning permissions and development
Air Quality	NO2 concentrations in town centre AQMA	No increase against baseline	30	Environmental Health
Crime	Instances of anti-social behaviour in the town centre	Reduction against baseline	Redhill Town (Apr-Sept 2010): 441	Surrey Police
	Notifiable offences in the town centre	Reduction against baseline	Redhill Town (Apr-Sept 2010): 543	Surrey Police
Sustainable travel	Usage of Redhill station	Increase against baseline	3.3m in 2010 + 1.1m interchanges	ORR Statistics
	Visitor travel mode	Increase in visitors travelling to the town centre by non-car modes	58.2% in 2006	On-foot visitor survey
	Travel plans	Increase in number of developments providing travel plans	RBBC	Monitoring of planning permissions

Additional specific Brighton Road specific trigger monitors:

- Delivery of major opportunity sites:
 - Marketfield Way completed and occupied
 - Warwick Quadrant and Cromwell Road commenced
 - Advanced applications for Liquid & Envy and Station Car Park sites
- Redhill's retail strength
 - Improved position in recognised retail location indices (MHE)
 - Increased number of multiple retailers/key attractors in the town centre
 - Significant reduction in vacant floorspace in Belfry Centre
 - Significant reduction in vacant floorspace in PSA

- Retailer demand (interest from a sufficiently large anchor to support scheme)

Appendix E - Background Documents

Reference documents

1. National Planning Policy Framework (2011)
2. Other National Policy (PPGs, PPSs, Circulars, Ministerial Statements and 'Dear Chief Planning Officer' letters)
3. South East Plan (2009)
4. Corporate Plan (2011-2015)
5. Community Plan (2008)
6. Core Strategy (Submission version [2009], Schedule A&B changes [2010] and outstanding issues [2011])
7. Infrastructure Delivery Plan (2011)
8. Annual Monitoring Report (2011)
9. Town Centre Monitors (2011)
10. Shopping Monitors (2011)
11. Commercial Monitors (2011)
12. Redhill Town Centre Area Action Plan (Issues and Options and Preferred Options 2006, 2008, 2009)

Evidence/studies

1. Local Sustainable Transport Fund bid (SCC large fund bid December 2011)
2. Strategic Flood Risk Assessment (2011)
3. Redhill Town Centre Flood Risk Assessment (2011)
4. Memorial Park Improvement Plan & Flood Risk Assessment and flood storage proposals (planned for completion during 2012)
5. Parking Management Strategy (2011)
6. Design & Parking Review (2008)
7. Traffic Management (Paramics – stage 1 and stage 2 and update planned for production during 2012)
8. Bus Interchange Study (2008/9)
9. Pedestrian Movement Analysis (2008)
10. Open Space Assessment (2011)
11. Green Infrastructure Strategy (planned for production during 2012)
12. Retail & Leisure Needs Assessment update (2011)
13. Cultural study - Harlequin (2008)
14. Employment Evidence Update (2011)
15. Strategic Housing Land Availability Assessment (2011)
16. Strategic Housing Market Assessment (planned for production during 2012)
17. Affordable Housing Viability (planned for production during 2012)
18. Socio-economic evidence base (2011)
19. Grot spots programme (2011)
20. Green action zone/district heat network (AECOM study 2011)
21. Borough wide landscape & townscape character assessment (2008)

January 2012

Redhill Town Centre Area Action Plan
Consultation Draft

Assessments (2011/2)

22. Scoping report for Sustainability Appraisal
23. Sustainability Appraisal
24. Habitat Regulations Assessment
25. Equalities Assessment
26. Soundness Assessment

Appendix F - Sustainability Assessment**Non-technical summary****Role of Sustainability Appraisal**

- 1.1 Sustainability Appraisal is a process designed to ensure that social, environmental and economic impacts are considered in the process of formulating planning policies and proposals; and that the outcome of that consideration is reported.

Stages of Sustainability Appraisal

- 1.2 Sustainability Appraisal has been carried out in stages as the Council has brought forward development plans that make up the Local Development Framework for Reigate and Banstead.
- 1.3 The first appraisal was of the Core Strategy Development Plan Document (Core Strategy DPD). The Core Strategy sets out a broad planning framework for the whole of the Borough and sets out policies for guiding development.
- 1.4 Appraisal was conducted by a process of peer review by Planning Officers from Reigate & Banstead Borough Council and Planning Officers from neighbouring Planning Authorities. The full process and findings of the appraisal were published in the Core Strategy DPD Sustainability Appraisal Report, and these findings influenced the production of the Redhill AAP (RAAP).
- 1.5 Previous versions of the RAAP were appraised through the Sustainability Appraisal process in 2006 and 2008; the findings of these appraisals were fed into the current RAAP.
- 1.6 To build on the previous appraisals a Sustainability Appraisal Scoping Report concerning just the AAP area of Redhill was issued in October 2011. This highlighted the issues with respect to social, environmental and economic conditions in Redhill and provided baseline data for each area of sustainability. This Scoping Report was consulted on with the Environment Agency, English Heritage, Natural England and others bodies considered to be relevant, including the Surrey PCT and Surrey Wildlife Trust. Comments were used to revise the report which was then issued in November 2011.
- 1.7 The Scoping Report informed the appraisal process which could then focus on the key sustainability issues highlighted within the report, that are specific to Redhill.
- 1.8 The Appraisal on the RAAP was carried out, again by a process of peer review, using colleagues from Elmbridge BC and Tandridge DC. This appraisal was carried out on 25 November 2011. The appraisal cross-referenced the issues highlighted within the Scoping Report and scored them on a matrix as to whether the AAP would have a positive, neutral or negative impact on the sustainability issues. Recommendations were made that could be used to strengthen the sustainability credentials of the plan.

Key findings of the SAR

- 1.9 The peer review panel were impressed with the level of consideration given in the plan to sustainability issues.
- 1.10 Appraisal found that the RAAP supports the objectives of sustainability through making best use of previously developed land and in addressing the sustainability issues highlighted in the Scoping Report.
- 1.11 There were sustainability issues highlighted as a consequence of higher density living, tall buildings and flood risk, although the overall strategy of directing development to Redhill, as a town with good public transport links, scored positively through the Sustainability Appraisal of the Core Strategy.
- 1.12 The recommendations coming from the Appraisal are:
- **Flooding:** Robust wording to ensure that green roofs/ walls etc. are included in new development. Further investigations of the use of The Moors / Mercers for flood storage should be carried out. It was suggested that Appendix C Flood Risk Assessments should ensure sites comply with sequential and exceptions tests. Concern: Extra Care accommodation in Colebrook is a particular concern given the risks of flooding at this site.
 - **Poverty & social inclusion:** RYA Hall/ Pocket Park renovation of hall and land should be considered for inclusion in IDP.
 - **Access to services and facilities:** Provision and maintenance of high quality pedestrian / cycle routes within and joining the town centre.
 - **Air quality:** Use of biomass will need to consider increase of flue height as a proven mitigation.
 - **Light pollution:** Appendix A 'Urban design principles' needs to cover light pollution.
 - **Water Quality:** Ensure through mitigation that the appropriate SuDs measures are incorporated to ensure no pollution reaches the watercourse or groundwater. Ensure parking areas have adequate petrol interceptors. Ensure Thames Water is fully kept up to date with the delivery strategy of the proposed key sites.
 - **Road congestion and the need to travel:** Evaluate use of Cycle Facilities Design Guide, potential to go with higher standards.
 - **Climate change:** Ensure climate change is sufficiently covered by CS Sustainable Construction policy and Design Quality policy in DMP
 - **Renewable energy:** Consideration should be given to policy inclusion aimed at maximising the use of locally available renewable fuel e.g. wood.
- 1.13 It was acknowledged that Appropriate Assessment (Habitat Regulations Assessment) will be carried out on the RAAP separately. At Core Strategy level this assessment recommended a number of measures in order to alleviate the impacts of directing increased levels of development to Redhill, on the Mole Gap to Reigate Escarpment SAC. The assessment for the RAAP will be produced as a separate report.
- 1.14 Overall the appraisal process was satisfied that issues of sustainability had been addressed through the plan.

Monitoring

- 1.15 Sustainability Appraisal indicates that the proposed Framework has sound sustainability credentials. It is important that the success of the plan can be clarified in this respect and that where unforeseen adverse impacts occur, the Council will become aware and able to take action at the earliest opportunity.
- 1.16 The delivery of the Framework will therefore be monitored through the Council's Annual Monitoring Report. A more detailed consideration of sustainability issues will be provided through the regular updating of the Sustainability Baseline Report.

Appraisal

- 1.17 The sustainability objectives were used during the appraisal which was carried by a process of peer review involving colleagues at Elmbridge BC and Tandridge DC. The appraisal was carried out by looking at the cumulative impacts of the RAAP and found the plan to be generally sound overall with regards to sustainability considerations. There was confidence that mitigations were within the plan to lessen the impacts of a higher density development, although it was acknowledged that some issues highlighted within the Scoping Report could be worsened by the increase in development (for example air quality) despite policy in the RAAP to address this. There were minor recommendations made in order to enhance the sustainability impacts of the plan on the area; these relate to flood risk, air quality, renewable energy, cycle facilities, light pollution and water quality.
- 1.18 On adoption, a SA statement will be produced that will look at how the recommendation of the SA report have been taken into account within the RAAP.

Appendix G - Relationship with other Plans, Policies and Strategies

POLICY/GUIDELINES	IMPLICATIONS FOR THE REDHILL TOWN CENTRE AREA ACTION PLAN
National	
<p>National Planning Policy Framework - The National Planning Policy Framework sets out the Government's requirements for the planning system in its commitment toward the achievement of sustainable development. For the planning system delivering sustainable development means planning for prosperity (an economic role), planning for people (a social role), and planning for places (an environmental role). It also requires Local Authorities to prepare Local plans and any additional development plan documents where clearly justified.</p>	<p>The Area Action Plan provides discussion and policies across all three roles; economic, social and environmental. All policy guidance provided in this document addresses the social, environmental and economic aspects of proposals.</p>
<p>Planning Policy Statement 1 – Delivering Sustainable Development Key principles This PPS sets out the overarching planning policies on the delivery of sustainable development through the planning system. Development plans should ensure that sustainable development is pursued in an integrated manner. Local planning authorities should ensure that development plans promote outcomes in which environmental, economic and social objectives are achieved together over time.</p> <ul style="list-style-type: none"> • Local planning authorities should address potential impacts of climate change • A spatial planning approach should be at the heart of planning for sustainable development. • Planning policies should promote high quality inclusive design in the layout of new developments over the lifetime of the development. • Contain clear, comprehensive and inclusive access policies • Ensure there is community involvement 	<p>The Area Action Plan provides discussion and policies across all three roles; economic, social and environmental. All policy guidance provided in this document addresses the social, environmental and economic aspects of proposals.</p>
<p>Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 This PPS on climate change supplements PPS1 by setting out how planning should contribute to reducing emissions and stabilising climate change and take into account the unavoidable consequences.</p>	<p>Provides policies on sustainable development.</p>
<p>Planning Policy Statement 3 - Housing Requires the provision of diverse communities where housing provided does not result in homogenous environments; a mix of housing is required.</p>	<p>Seeks to provide affordable housing units and a mix of housing types; family units, care homes and flats in support of a</p>

<p>Requires the delivery of affordable housing as part of housing developments.</p>	<p>sustainable, diverse community.</p>
<p>Planning Policy Statement 4 – Planning for Sustainable Economic Growth Requires Local Authorities to identify retail floorspace need for the whole plan period on the basis of both a quantitative and qualitative need. The sequential approach for identifying sites is set out and based on the town centre location being first preference followed by the edge of centre and then out of centre locations. Requires Local Authorities to identify Town Centre boundaries and primary and secondary shopping areas. Requires Local Authorities to identify sites to deliver the identified need and if required, to expand the Town centre boundary in order to identify further sites for the delivery of retail provision.</p>	<p>The Evidence base that informs the plan, quantifies need both quantitatively and qualitatively. The Action Plan seeks to provide the identified need of retail floorspace (comparison and convenience) across the timeframe of the plan and supports town centre locations as preferential in comparison to edge of centre or out of centre locations. The plan identifies a town centre boundary with primary and secondary shopping areas and their respective frontages. Further areas for expansion are also set out to accommodate the identified need for retail provision and growth in general.</p>
<p>Planning Policy Statement 5 – Planning for the historic environment This document sets out planning policies on the conservation of the historic environment. Planning has a central role to play in conserving our heritage assets and utilising the historic environment in creating sustainable places. To achieve this, the Government’s objectives for planning for the historic environment are: • to deliver sustainable development by ensuring that policies and decisions concerning the historic environment: — recognise that heritage assets are a non-renewable resource — take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and — recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. • to conserve England’s heritage assets in a manner appropriate to their significance by ensuring that: — decisions are based on the nature, extent and level of that significance, investigated to a degree</p>	<p>The Area Action Plan identifies areas of conservation value.</p>

<p>proportionate to the importance of the heritage asset</p> <ul style="list-style-type: none"> — wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation — the positive contribution of such heritage assets to local character and sense of place is recognised and valued; and — consideration of the historic environment is integrated into planning policies, promoting place-shaping. <ul style="list-style-type: none"> • to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost. 	
<p>Planning Policy Statement 9 – Biodiversity and geological conservation</p> <p>Government’s has a vision for conserving and enhancing biological diversity in England, together with a programme of work to achieve it. It includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.</p> <p>In moving towards this vision, the Government’s objectives for planning are:</p> <ul style="list-style-type: none"> • to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations. • to conserve, enhance and restore the diversity of England’s wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support. • to contribute to rural renewal and urban renaissance by: <ul style="list-style-type: none"> – enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people’s sense of well-being; and – ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. 	<p>The Area Action Plan recognises that there are limited green open spaces in the town centre but seeks opportunities to improve accessibility to and enhance open spaces. Opportunities for biodiversity are also identified.</p>
<p>Planning Policy Statement 12 – Local spatial planning</p> <p>Emphasises the importance of Spatial Planning in creating strong, safe and prosperous communities. With</p>	<p>This particular area has been identified for an Area Action Plan because it has</p>

<p>specific reference to the preparation of Development Plan Documents, this PPS states that Area Action Plans should be used when there is a need to provide the planning framework for areas where significant change or conservation is needed. Area action plans should:</p> <ul style="list-style-type: none"> • deliver planned growth areas; • stimulate regeneration; • protect areas particularly sensitive to change; • resolve conflicting objectives in areas subject to development pressures; or • focus the delivery of area based regeneration initiatives. <p>As a DPD, Area Action Plans need to be “sound”, i.e. a DPD should be JUSTIFIED, EFFECTIVE and consistent with NATIONAL POLICY.</p>	<p>been identified as a growth area - the South East Plan identifies it as a centre of significant change.</p>
<p>Planning Policy Statement 13 – Transport Objectives:</p> <ul style="list-style-type: none"> • promote more sustainable transport choices for both people and for moving freight • promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and • reduce the need to travel, especially by car <p>It also promotes sustainable means of travel including cycling and encourages the sharing of parking provision in town centre locations. Local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges.</p>	<p>The Area Action Plan seeks to improve accessibility to and from the town centre where new housing, retail, leisure and office development will be provided. New cycle paths and walkways will be provided to connect surrounding residential areas to the town centre, thereby encouraging sustainable means of travel. Policies set out will also seek to improve public transport provision.</p>
<p>Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation Sets out a methodology and guidance for audit of the provision of various types of green spaces in the Borough. This would provide the opportunity to set targets and policies to achieve them.</p>	<p>The town centre is limited in the provision of green open space. The Area Action Plan seeks to capitalise on opportunities to improve access and enhance existing green spaces.</p>
<p>Planning Policy Statement 25 – Development and Flood risk Provides Local Authorities with guidance on the requirements of Flood Risk Assessments and other flood matters.</p>	<p>Background evidence identifies flood zones and guidance for sites found within these various flood zones. The plan provides further guidance for development sites, it identifies where</p>

	vulnerable uses will not be permitted, etc.
REGIONAL	
<p>RSS SE Plan - The South East Plan designates Redhill/Reigate as a Centre for Significant Change and a Growth Point, as well as being a regional hub within the London Fringe sub-region. This is largely due to Redhill's excellent strategic rail and road connections and proximity to Gatwick Airport. At a regional planning level there has clearly been significant appetite for investment in the Redhill area. This is reflected in the work of the Gatwick Diamond Initiative, the sub-regional grouping of West Sussex County Council and three West Sussex districts, Surrey County Council and three East Surrey boroughs clustered around Gatwick Airport. The Gatwick Diamond forms one of the five economic areas within the new Coast to Capital Local Enterprise Partnership.</p>	The plan recognises the role for Redhill/Reigate and sets out development proposals and policies to achieve this role.
SUB-REGIONAL	
<p>Surrey County Council Local Transport Plan 3</p> <p><u>Vision:</u> To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.</p> <p><u>Objectives:</u></p> <ul style="list-style-type: none"> • Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements. • Reliable transport: To improve the journey time reliability of travel in Surrey. • Safe transport: To improve road safety and the security of the travelling public in Surrey. • Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices. 	The Area action Plan seeks to promote sustainable means of travel that is safe, convenience and reliable.
LOCAL	
<p>Community Plan - The community plan provides a vision for the Borough to 2020. It focuses on the following themes: Your Environment, Neighbourhoods for the Future, Vibrant Communities, The Right Services in the Right Places and the Partnership for Reigate & Banstead. The revitalisation of Redhill Town Centre through</p>	<p>AAP will reflect this support for change</p> <p>AAP will acknowledge the balance of</p>

<p>the development of key sites and improved transport links is identified.</p>	<p>opportunities and challenges that this change will bring</p> <p>AAP will reflect this emphasis on improving quality of life</p>
<p>Corporate Plan - The CP seeks to make Redhill a thriving town centre serving as a prominent commercial location, a competitive retail destination as well as a good place to live. In doing so, the desirable long term outcomes include:</p> <ul style="list-style-type: none"> • the revitalisation of the town centre through improved supermarket provision, more comparison shopping provision to increase choice, and enhanced community, leisure and recreation facilities; • reduction in vacancy rates for commercial office space; • a reduction in unemployment rates in Redhill East and West wards; • an increase in the satisfaction of Redhill residents; and • a reduction in the recorded instances of anti-social behaviour per 1,000 population. 	<p>AAP will acknowledge the role of Growth opportunities to enable Borough to remain competitive and productive</p> <p>AAP to reflect commitment to working with partners and agencies to in new ways to deliver growth and regeneration focusing on;</p> <ul style="list-style-type: none"> - transportation issues, - town centre infrastructure, - energy and water efficiency <p>AAP will acknowledge the transformational impact of Redhill regeneration</p>
<p>Core Strategy - The Core Strategy (CS) recognises the role for Redhill/Reigate as a regional transport hub and as such being the prime focus for large scale leisure, office, culture and retail developments. Redhill town centre, already a comparison goods shopping and leisure destination, is clearly the heart of the transport hub and has the potential to become a more well-connected and vibrant town centre.</p> <p>Redhill is defined as a Primary town centre in the CS and therefore has majority of the Borough’s retail growth directed to it. In directing growth generally to areas in the Borough, the CS seeks to focus on Redhill Town Centre in the first instance followed by other town centres and sustainable locations.</p> <p>The CS outstanding issues consultation has been undertaken and the preparation of the submission draft version is now underway. The submission draft version is scheduled to be presented to the Council’s Executive during February and Full Council during April prior to its submission to the Secretary of State shortly thereafter.</p>	<p>The plan recognises the role for Redhill/Reigate and sets out development proposals and policies to achieve this role.</p>

Appendix H - Glossary of Terms**Abbreviations**

AA Appropriate Assessment
AAP Area Action Plan
AMR Annual Monitoring Report
CSH Code for Sustainable Homes
CHP Combined Heat and Power
CP Community Plan
DPD Development Plan Document
GI Green Infrastructure
LDD Local Development Documents
LDF Local Development Framework
LDS Local Development Scheme
LSP Local Strategic Partnership
PPS Planning Policy Statement
RHI Renewable Heat Incentive
RTCAAP Redhill Town Centre Area Action Plan
RSS Regional Spatial Strategy
SA Sustainability Appraisal
SCC Surrey County Council
SCI Statement of Community Involvement
SEA Strategic Environmental Appraisal
SHLAA Strategic Housing Land Availability Assessment

Affordable housing: Affordable housing includes social rented, affordable rented and shared ownership housing, provided to eligible households whose needs are not met by the market.

Affordable rented housing: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

Annual Monitoring Report The Council's annual monitor of the effectiveness of policies and proposals in each LDD.

Appropriate Assessment is an assessment of the potential effects of a proposed plan - 'in combination' with other plans and projects - on one or more European Special Areas of Conservation. The 'assessment' proper is a statement which says whether the plan does, or does not; affect the integrity of a European site. However the process of determining whether or not the plan will affect the site is also commonly referred to as 'appropriate assessment'. The process will usually be documented in a report. More information can be found on the Communities and Local Government website.

Area Action Plan Planning document which focuses on a specific area, often dealing with change or conservation.

Attenuation: a means to address flooding with the provision to store water on-site.

Biodiversity: is a word used to describe the rich web of life, the myriad plant and animal species and the range of habitats in which they live and the natural processes of which living things are a part.

Bulky Retail: Large retail units of selling household goods of a bulky nature that may not be appropriate in a town centre (because of the need to cater for car borne customers) such as carpets, furniture, electrical and DIY goods.

The **Code for Sustainable Homes** is an environmental impact rating system for housing in England, setting new standards for energy efficiency (above those in current building regulations) and sustainability. The Code is intended as a single national standard to guide industry in the design and construction of sustainable homes. It is a means of driving continuous improvement, greater innovation and exemplary achievement in sustainable home building. More information can be found on the planning portal website. Corporate Plan Sets out the Borough Council's priorities and how they are going to be achieved. Available to view at www.reigate-banstead.gov.uk

Combined Heat and Power The production of both heat and power through an energy centre.

Community Plan: Produced by the Local Strategic Partnership (LSP), sets out the community's needs and aspirations in order to help them reach their potential.

Comparison floorspace: Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

Control structure: allows for the slow release of water back into the system at a controlled discharge rate.

Convenience floorspace: Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Corporate Plan: Sets out the Borough Council's priorities and how they are going to be achieved.

Development Plan Document a Local development Document which has development plan status in the determination of planning applications. They are subject to independent examination.

Employment floorspace: includes office and business uses that result in job creation.

Evening economy: refers to the evening activities facilitated by recreation and leisure uses that people engage with and spend money.

Exception test: required for sites that fall within flood zone 3a and need to demonstrate why the site in question is an exception to allow for development.

Flood Risk Assessment (FRA): an assessment required by national policy (PPS25) to determine the impact of flooding on this site. In the context of a planning application, an FRA would need to be supported by recommendations for addressing flood.

Flood storage: the means to accommodate flood water on-site and allowing for a slower release into the area to minimise the impact of the natural occurrence. Storage mechanisms could include storage tanks, natural ponds, bunds with control structures, green space, etc.

Flood zones: defined by the depth of flood water that is considered as a risk to people. There are three flood zones, i.e. 2, 3a and 3b. Each flood zone details the appropriate uses permitted and further information required for consideration when justifying particular developments.

Flows: the flow of flood water, surface water or fluvial, in relation to a flood event.

Fluvial flooding: flooding caused by the overflowing river system – a natural source

Frontage: is considered the part of a shop that faces the high street and comprises of a door and window display space.

Green Infrastructure is the physical environment within and between our cities, towns and villages. It is a network of multifunctional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.

Greenhouse Gas Emissions Greenhouse gases include any gas in the atmosphere that is capable of absorbing infrared radiation or heat. They are called greenhouse gases because they behave like glass in a greenhouse, allowing sunlight to pass through but trapping the heat formed and preventing it from escaping, thereby causing a rise in temperature. In the last 200 years, mankind has been releasing substantial quantities of greenhouse gases into the atmosphere. These extra emissions are increasing greenhouse gas concentrations in the atmosphere.

Gross floorspace: the gross external floorspace area of a shop, including storage space and ancillary office space.

Lifetime Homes: provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment. The carefully thought out design accommodates the changing needs of occupiers.

Linked trip: combining a visit to a supermarket or other use with a trip to use other shops and services in a nearby town/district/local/village centre.

Local Development Documents Comprise DPDs, SPDs, SCI and LDS

Local Development Framework Does not exist as a single document, but as an overarching term, referring to the folder of LDDs.

Local Development Scheme A three-year project plan setting out the programme for production of LDDs. Available to view at www.reigate-banstead.gov.uk

Local Strategic Partnership A body that links the public, business, community and voluntary sectors at the local level. Reigate and Banstead's LSP includes the Borough and County Councils, RB Housing Trust, Surrey Police, Primary Care Trust, Parish and Town Councils, and Federation of Small Businesses.

Long stay: parking spaces that can be used for durations longer than 3 hours.

Market share: this is the proportion of study area/catchment area's expenditure spent in a centre or store, expressed as a percentage.

Net floorspace: the retail sales floorspace of a store, which is normally defined as the area within the store where members of the public have access or from which sales are made.

Off-street parking: can include multi-storey car parks or surface car parks.

On-street parking: parking provision made along streets.

Overtrading: the amount of turnover in excess of a company benchmark turnover.

Parking stress: may be experienced where parking provision is occupied to maximum capacity and require the provision of additional parking spaces.

Planning Policy Statement Produced by Central Government, subject specific guidance and policies on planning in England. Available to view at the Communities and Local Government website.

Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage).

Qualitative need: floorspace required to improve the provision and distribution of shopping and leisure services to improve choice, meet the needs of the community and promote the vitality and viability of town centres.

Quantitative need: floorspace required to support the projected expenditure growth over the plan period.

Redhill Town Centre Area Action Plan is a development plan document forming part of the Local Development Framework.

Regional Spatial Strategy Also known as the South East Plan. It is the new strategic planning document, setting a 20-year vision for the South East region, which will be produced by SEERA. Further information on the National Archive website.

Renewable Heat Incentive A financial support scheme for renewable heat. Further information can be found on the Department for Energy and Climate Change website.

Sustainability Appraisal considering impacts of policies and proposals on economic, social and environmental issues.

Surrey County Council Provides a wide range of services, including responsibilities for minerals and waste planning. Further information on the Surrey County Council website.

Statement of Community Involvement Sets out who, how and when the Council involve people in the preparation of the LDF and in the consideration of planning applications. Available to view at www.reigate-banstead.gov.uk

Strategic Environmental Appraisal Appraisal considering impacts of policies and proposals on the environment.

Shared ownership: Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.

Short stay: parking spaces restricted to 3hour durations.

Social rented: Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime.

Strategic Housing Land Availability Assessment (SHLAA): Planning Policy Statement 3 (PPS3) require Local Authorities to carry out a Strategic Housing Land Availability Assessment to identify future sources of land for housing. The SHLAA is not a policy document and does not make judgements on the future allocations of land. The SHLAA exercise is intended to provide a robust and up to date evidence base to inform future plan making.

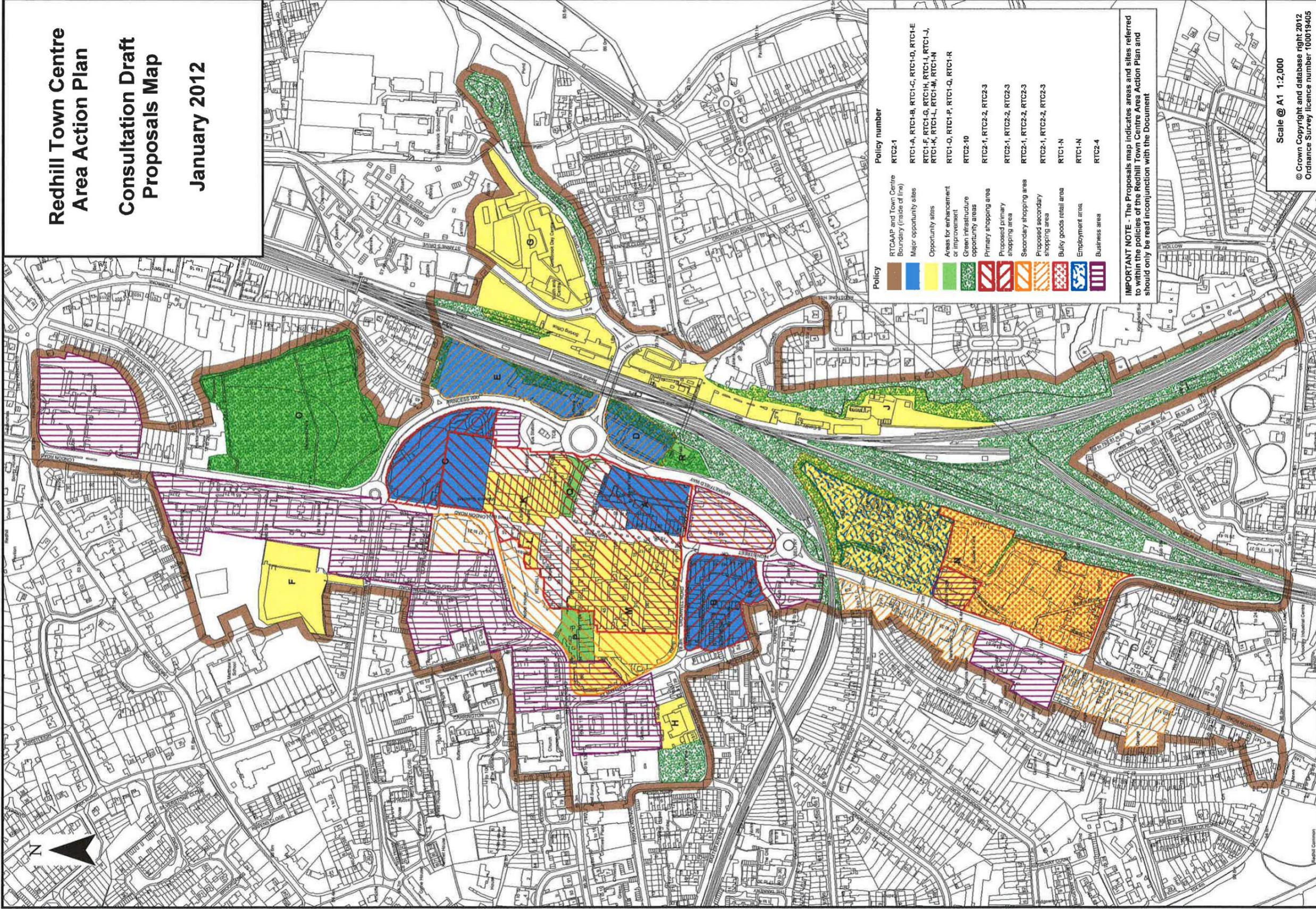
Strategic Housing Market Assessment (SHMA): an assessment of the current housing trends to identify the type of housing unit required to meet housing demand.

Surface water flooding: flooding caused by an overflowing pipe system – a man made source.

Viable: development proposals are generally assessed to determine whether the scheme can be delivered within the financial means. If a scheme can be delivered it is considered to be viable. If not, it is considered 'unviable'.

Redhill Town Centre Area Action Plan Consultation Draft Proposals Map

January 2012



Policy	Policy number
RTCAAP and Town Centre Boundary (inside of line)	RTC2-1
Major opportunity sites	RTC1-A, RTC1-B, RTC1-C, RTC1-D, RTC1-E RTC1-F, RTC1-G, RTC1-H, RTC1-I, RTC1-J, RTC1-K, RTC1-L, RTC1-M, RTC1-N
Opportunity sites	RTC1-O, RTC1-P, RTC1-Q, RTC1-R
Areas for enhancement or improvement	RTC2-10
Green infrastructure opportunity areas	RTC2-1, RTC2-2, RTC2-3
Primary shopping area	RTC2-1, RTC2-2, RTC2-3
Proposed primary shopping area	RTC2-1, RTC2-2, RTC2-3
Secondary shopping area	RTC2-1, RTC2-2, RTC2-3
Proposed secondary shopping area	RTC2-1, RTC2-2, RTC2-3
Bulky goods retail area	RTC1-N
Employment area	RTC1-N
Business area	RTC2-4

IMPORTANT NOTE - The Proposals map indicates areas and sites referred to within the policies of the Redhill Town Centre Area Action Plan and should only be read in conjunction with the Document

Scale @ A1 1:2,000
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