



Preston Planning Framework

Consultation Statement

April 2012

1. Introduction

- 1.1 The consultation statement sets out the engagement with the immediate community and other interested and affected parties in the preparation of the draft Preston Regeneration Planning Framework.
- 1.2 Work on regeneration initiatives for the Preston regeneration area has taken place over a number of years. In doing so, the Council has engaged with other interested parties and commissioned consultants to prepare studies to inform the regeneration of Preston. Extensive public consultation has been undertaken as part of the preparation of these studies.

2. Joint working

- 2.1 The Council has been working closely with partners for a number of years on a range of initiatives to address the needs of local residents in Preston.
- 2.2 Following on from the Masterplan, in 2007 the Borough and County Councils, together with Raven Housing Trust, entered into an agreement setting out how key elements of the Masterplan would be funded and delivered. The Joint Statement of Intent sets out 5 objectives for the regeneration of Preston:
 - Improve housing for new and existing residents
 - Creation of a new community hub
 - Improve infrastructure and open space
- 2.3 The Council has undertaken important feasibility work to help shape the future regeneration such as the preparation of a Regeneration Masterplan and Transport Assessments.
- 2.4 The Council has also worked with the local community to plan improvements – for example working with young people to help plan for improved play facilities.

3. Community engagement

- 3.1 *Preston Regeneration Masterplan: The Preston Regeneration Masterplan* was prepared in December 2005 and provided the starting point for Borough and County proposals to improve the area. It includes ambitious proposals to improve the housing stock; address traffic and parking issues, improve the use and safety of public & open spaces, provide new community facilities and improve links both within the estate and to the surrounding areas. This document was the product of extensive public consultation.
- 3.2 *The draft Supplementary Planning Document: Reigate & Banstead BC* produced a Supplementary Planning Document using the Masterplan work as

a basis. This policy document was also subject to extensive public consultation.

- 3.3 The SPD was never formally adopted as it was decided after the consultation to incorporate proposals for Preston in the Development Management Policies DPD. As production of this document has since been delayed, the Council has now agreed to prepare a Planning Framework for Preston.
- 3.4 *Consultation on the Banstead Leisure Centre:* The Council has carried out consultation and viability testing to determine the most suitable leisure uses to accommodate on the Merland Rise site. It is proposed that the existing run down leisure centre will be replaced during 2014 with a new centre comprising: a 25m x 6 lane pool, a teaching pool, a 50 station fitness gym, 30 person exercise/dance studio, crèche, cafeteria and wet & dry change facilities. Subject to funding, an integrated sports hall and youth and community facilities may be developed in partnership with Surrey County Council, creating a hub for community activities.
- 3.5 *Skate Park and playground:* The Council has also worked closely with young people to plan and deliver improved play facilities in Preston.
- 3.6 *Corporate Plan 2011-15:* The Corporate Plan 2011-15 includes Preston as a key priority, being a regeneration area in need of enhancements for the benefit of the residents. The regeneration plans for Preston estates combine both physical and social regeneration objectives based on our principles of self reliance and personal responsibility. This will improve the opportunities for people there, and benefit the Borough as a whole.
- 3.7 *Website:* There is a dedicated section of the Borough Council's website which includes more detail on regeneration initiatives in Preston including key contact details:

<http://www.reigate-banstead.gov.uk/prestonregeneration>)

4. Public Consultation

- 4.1 The Council consulted publically on the draft Preston Planning Framework between 14 November 2011 and 6 January 2012. Various activities were undertaken to advertise the consultation event. This included:
- Press releases made by the Council;
 - Flyers delivered to all premises in the local area;
 - Posters put up in and around Preston;
 - A public exhibition during the consultation period at the Banstead Leisure Centre, Merland Rise;
 - A number of staffed drop-in sessions over the consultation period at various locations:

- Friday 18 November, 10am – 1pm at Chavecroft Lounge, Broad Walk
 - Saturday 19 November, 10am – 2pm at Banstead Leisure Centre, Merland Rise
 - Tuesday 22 November, 10am – 1pm at Raven Neighbourhood Shop, Marbles Way
 - Sunday 27 November, 8am – 11am at BAFC car boot sale, Merland Rise
 - Tuesday 29 November, 6:30pm – 8:30pm at Banstead Leisure Centre, Merland Rise
 - Wednesday 7 December, 6:30pm – 8:30pm at Chavecroft Lounge, Broad Walk
- A questionnaire, available as paper copy and online;
 - Publication of the Planning Framework and supporting information¹ on the Council’s website and consultation portal, and copies of the Planning Framework to view in the Preston & Banstead Helpshops and at the Council offices at the Town Hall.
 - Notification of the consultation to statutory consultees and other interested parties via email and letters.

Responses

4.2 The Council has received over 100 responses to the public consultation through the Council’s consultation portal, an online survey, emails received and at the manned exhibitions. An example of the questionnaire is attached as Appendix E.

Summary of Main Issues

Housing

- 4.3 Opinion was divided about the need for new housing with some respondents welcoming the new housing and others opposed, feeling Preston was taking more than its ‘fair share’ of new housing for the Borough.
- 4.4 The most common concern about the housing was the impact that it would have on the already congested road infrastructure, in particular on Merland Rise and Chetwode Road. The need for sufficient parking places for new housing was consistently highlighted with the prevailing view of respondents being that most households now require 2 parking places.
- 4.5 Concerns about the extra demand placed on local schools and health care were also common, with some respondents feeling that these services were already under strain.

¹ Consultation Statement, Sustainability Appraisal, Technical Summary of Sustainability Appraisal, Statement of Availability, Notice of Proposal Matters.

- 4.6 The need to ensure quality design, including an acceptable height, was a point made by many residents, in particular those bordering Merland Rise Recreation Ground or with an interest in protecting Burgh Heath.

Parking and Transport

- 4.7 Concern about congestion and road access throughout the area was the most common concern raised by most respondents with the general view being that the regeneration (new housing and new community facilities) would reduce the quality of life of residents if this issue is not addressed. The feedback form shows 'improvements to parking provision' to be one of the top investment priorities, second only to 'new leisure centre with pool'.
- 4.8 Suggestions were made by many residents on how to reduce the congestion. These included: road widening, enabling parking on strengthened verges; improvements to key junctions; improved use of yellow lines, releasing more land for parking.

Green Space

- 4.9 Concern was raised about the amount of green space that would be lost on Merland Rise Recreation Ground. The importance of green space for outdoor sports provision and health was highlighted.
- 4.10 There was strong support for improvements to Merland Rise Recreation Ground – it was one of the top 5 investment priorities.
- 4.11 There was support for retaining/ongoing replacement of woodland and trees throughout the estate, in particular the existing copse on Merland Rise Recreation Ground.
- 4.12 The role of De Burgh in providing a buffer zone for the ecology of Burgh Heath was highlighted and sensitive treatment requested along the adjoining site boundaries.

Sustainability Appraisal

- 4.13 A 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. This also includes the requirements of a Strategic Environmental Assessment.
- 4.14 The Sustainability Appraisal of the Preston Planning Framework found that the proposals would make a positive contribution to the objective of providing suitable housing, supporting well being and enhancing the environment.

Appropriate Assessment

- 4.15 A Habitats Regulations Assessment (HRA) of land use plans is required under the European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (the Habitats Directive), as transposed into UK law by the Conservation of Habitats and Species Regulations (The Habitats Regulations 2010). Habitats Regulations Assessment (HRA) provides for the protection of 'European Sites' (also known as 'Natura 2000' sites), which are sites of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Community.
- 4.16 This screening stage assesses whether effects may be significant. Where significant effects are present (or possible, as determined by this screening assessment) an Appropriate Assessment will consider whether the plan will have an adverse effect on the integrity of the European site.
- 4.17 The screening assessment concluded that the draft Preston Planning Framework will not have a significant adverse effect on any of the European Sites, and therefore does not warrant the need for an Appropriate Assessment to be undertaken specifically for this Planning Framework. This was reiterated by Natural England.

5. Key changes proposed to the Preston Planning Framework

- 5.1 As a result of the public consultation that took place on the draft Preston Planning Framework between November 2011 and January 2012, the following changes have been made to the document:
- Clarification on the amount of new housing proposed to ensure consistency of numbers and densities (30-50dwelling units per hectare).
 - Provide further guidance on affordable housing regarding the size and type required and endorsing the principle of a single landlord.
 - Greater consideration will be given to the amount of open land to be included in developments at Merland Rise Recreation Ground and De Burgh sites.
 - Inclusion of indicative plans showing where new development is proposed and more information provided on Raven Housing Trust potential development sites.
 - Include improved guidance on design principles and height restrictions for new development.
 - Provide greater recognition of the parking and congestion issues throughout the area and increased emphasis on the plans to address these issues.
 - Explicit recognition of the need to increase education and health provision to meet increased demand for new development.
 - Recognition of need to improve the quality of the retail offer by investing in Marbles Way.

- Reordering of the list of improvement projects to reflect the priorities identified through the consultation and the potential availability of funding.

Appendix A: List of consultation bodies

Specific Consultation Bodies

British Pipelines agency
Coal Authority
Department for Transport
English Heritage
Environment Agency
Epsom & Ewell Borough Council
German Chartered Surveyors
Government Pipeline & Storage System
Highways Agency
Hutchinson 3G UK Limited
London Borough of Sutton
Mobile Operators Association
Mole Valley District Council
National Grid
Natural England
NTL Group Limited
O2 UK Limited
Orange Personal Communications Services Limited
Surrey Police
Surrey Primary Care Trust
Sutton & East Surrey Water Plc
Tandridge District Council
Telewest Communications Networks Limited
Thames Water Property
T-Mobile (UK) Limited
UK Power Networks

Residents Associations

Banstead and District Federation of Residents' Associations
Beacon Close Residents' Association
Chair Pitwood Green Residents' Association
Chair Preston Community Action Group
Chairman Copt Hill Residents' Association
Lovelands Residents' Association
Nork Community Association
Nursery Road Residents' Association
Outwood Lane Residents' Association
Preston Hawe Residents' Association

Sandy Lane Frontagers Committee
Secretary Kingswood Village Community Association
Tadworth & Walton Residents Association
Tattenhams Residents' Association
The Chase Kingswood Road Association
Walton-on-the-Hill Village Forum
Warren Drive Frontagers
Woodland Way and the Warren Frontage Owners Association
Woodmansterne Green Belt and Residents Association

Schools

Bramley School
Epsom Downs Primary School & Children's Centre
Shawley Community Primary School
Tadworth Primary School
The Beacon School

General Consultation Bodies

Age Concern
ASDA
Banstead Athletic Football Club
Banstead Common Conservators
Banstead Leisure Centre
Citizens Advice Bureau
Raven Housing Trust
Surrey County Council
Sport England
Surrey County Council
Tadworth Medical Centre

Appendix B: Statement of availability

Preston Regeneration Planning Framework Draft for consultation

STATEMENT OF AVAILABILITY

The draft Preston Regeneration Planning Framework ('the Framework') has been prepared by Reigate & Banstead Borough Council. The Planning Framework will provide policy guidance for the regeneration proposals in Preston and sets out proposals for the physical regeneration at the heart of Preston, including provision of a new community hub (including a leisure centre), new housing, improvements to infrastructure and the environment and enhancements to existing housing. We are now seeking your views on the draft Framework.

Copies of the draft Framework, along with supporting documents, are available to view at www.reigate-banstead.gov.uk or for public inspection at the following places.

Reception, Town Hall

Castlefield Road,
Reigate
RH2 0SH

Monday – Thursday 8.45am – 5.00pm
Friday 8.45am – 4:45pm

Preston Help Shop Surgery

Neighbourhood Shop
71 Marbles Way
Tadworth
KT20 5JP

Monday – Wednesday 9am – 12noon

Banstead Help Shop

The Horseshoe
Bolters Lane
Banstead
SM7 2BQ

Monday to Friday 10am-4.30pm
Closed until 2pm on the last Friday of each month.

Banstead Library

The Horseshoe
Bolters Lane
Banstead
SM7 2AW

Closed until the 29th November for refurbishments.
Documents will be made available when it re-opens
Wednesday to Saturday 9am – 5pm,
Tuesdays 9am – 7pm

Appendix C: Statement of Matters

Preston Regeneration Planning Framework

Draft for consultation

STATEMENT OF MATTERS

The draft Preston Regeneration Planning Framework ('the Framework') has been prepared by Reigate & Banstead Borough Council. We are now seeking your views on the draft Framework.

Area covered:	The Framework focuses on the Preston Ward and surrounding area. In particular it focusses on the proposed development of the Merland Rise and De Burgh sites. Other projects include enhancements to the existing housing stock in the ownership of Raven Housing Trust.
Subject matter:	The Framework specifically focuses on proposals for physical regeneration, including provision of a new community hub (including a leisure centre), new housing, improvements to infrastructure and the environment and enhancements to existing housing.
Consultation dates:	The consultation will run from Monday 14 th November 2011 to Friday 6 th January 2012.
How to send us your views:	<ul style="list-style-type: none">• Complete our survey, online at www.reigate-banstead.gov.uk, or pick up a paper copy from the different locations identified. Paper copies are also available on request – phone 01737 276000• Comment via the Council's online consultation tool, at http://reigate-banstead-consult.limehouse.co.uk/portal• Email your response to LDF@reigate-banstead.gov.uk• Post your comments to: LDF Team, Reigate & Banstead Borough Council, Town Hall, Castlefield Road, Reigate, RH2 0SH <p>In responding please indicate if you wish to be notified when the Planning Framework is adopted.</p>

Appendix D: Officer response to consultation representation

Ref	Comment/Issue	Response
HOUSING - NUMBER		
LH5, let 6, ldf	Clarification needed on the number of houses proposed as different figures given in different documents.	<p>Proposed densities on large sites (Merland Rise Recreation Ground and De Burgh) are 30 - 50 dwellings per hectare. This would result in between 90-150 dwellings on Merland Rise Recreation Ground (3ha) and 150 - 250 dwellings on De Burgh (5ha)</p> <p>25% of new housing on large sites will be shared ownership or affordable rented housing therefore not suitable for buy to rent.</p> <p>Housing need has been identified for the Borough through the Core Strategy evidence base, i.e. 6900 new homes over the next 15 years. Less than 6% of this will be located in Preston.</p> <p>The design criteria sought will seek a density standard consistent with current policy, i.. 30 – 50 dwelling units per hectare.</p>
let 4	Densities of 60 dph are too high bearing in mind the unsustainable location in terms of supporting infrastructure and the need for dwellings with gardens.	
W22	The proposal to build up to 200 new houses - not flats - with the distribution of 75% private market, 15% shared ownership and 10% socially rented is sustainable but is the absolute maximum the current and proposed infrastructure can support. Any increase on this would be detrimental to the area and its community. There have been significant improvements in community relationships overall in the last few years and great care must be taken to avoid the consequences of creating an environment that cannot comfortably support the number and spread of its community.	
let 7	Support of [local] councillors and residents for the plan is very much based around the lower number of housing units (200 on De Burgh and 130 on recreation ground). There is no support for the larger number of presumably flatted units as given in the consultation document.	
6	This much residential property will very likely turn the location into a huge buy to rent area or a council estate.	
7	Preston is already identified as overcrowded, so how can more houses be a good thing?	
17	Housing not needed. We like our estate the way it is. We will have new builds in front of our home and at the back.	
w10	This area is already saturated with housing.	

Ref	Comment/Issue	Response
w9	it's a sneaky way to try to put all the boroughs required development in an already deprived area. None of this is to improve the local environment it's to stuff more problems into the same area.	6,900 new homes are proposed over the next 15 years in Reigate & Banstead. Less than 6% of these new homes will be located in Preston.
let 9	The Planning Framework dumps an over large share of the Council's housing delivery requirements onto Preston when it would be better spread throughout the borough.	
HOUSING - TYPE & QUALITY		
LH5	The make up of the housing should be 10% private, 15% shared ownership, 75% affordable rented.	Preston has a relatively high proportion of affordable housing (39%). Whilst seeking to increase the amount of larger affordable housing for families, the Council wants to reduce the overall proportion of affordable housing in the area.
ldf	There was discussion about Raven Housing Trust selling off their properties to enable us to provide more without the net increase in affordable housing units. Why has this not been included in the Planning Framework?	There is on-going discussion with Raven Housing about increasing the diversity of tenure in the area, which might include making some existing rented affordable units available for shared ownership.
let 6	Type of social housing provision is not meeting the needs of local population - this is frequently because of the shortage of larger (3 and 4 bed) homes. ...This implies that most of the new social homes need to be larger properties.	The new affordable housing in the area will be predominantly family housing (3 and 4 bedrooms with access to gardens) to address the shortage of this type of dwelling.
LH1	Sufficient provision of 2 bedroom social housing should be ensured to as there are too many parents sharing bedroom with children	
LH1	Where households have children attending the Epsom Downs Primary School and Children's Centre they should have priority access to the new housing	Priority for new affordable housing will be given to local residents, in line with the existing local lettings policy.
W17	New housing should include provision for disabled parents and their families i.e. single level living. This type of housing is extremely scarce in the area	This can be agreed at planning application stage.

Ref	Comment/Issue	Response
let 4	Would like more emphasis on quality of the proposed development, need for high standard of design and an indication of the relative proportions of flats to houses. Would welcome planning briefs for each of the sites and would appreciate the public being given the opportunity to comment on them before they are finalised.	Additional emphasis has been given to quality of design within the revised Planning Framework, including an indication of the relative proportion of flats to houses.
let 6, let 7	It would be helpful to identify some exemplar sites to help residents understand what is proposed (possibly the Epsom Hospital cluster development).	Planning applications will be required to be consistent with the Council's design guidance including the Local Distinctiveness Design Guide. Design work to date has been limited to potential layouts and heights. It is therefore not yet possible to provide examples of what is proposed. Public consultation will be undertaken as part of the detailed design process in due course.
let 6	It is vital that design briefs are developed and formally adopted to guide and constrain/control the developers, so that results are acceptable to the two councils and their current and future residents.	
HOUSING - HEIGHT		
W21	The proposed housing on the recreation ground near Acres Gardens should only be a low level development so it does not overlook the houses that are already there	Further information on housing heights has been included in the updated Planning Framework. Development adjacent to Acres Gardens will be limited to two storeys.
let 4	4 storey development is too high for an area mainly of 2 storey housing unless restricted to small areas with better facilities and public transport.	
let 6	Particular local concern about the likely large number of flats to reach the higher density levels and number of housing units. 4 storeys (not including units in the roof level?) are not likely to be popular or particularly required for social housing. A limited number of 3 storey flats would be more acceptable to fit in with the area.	
HOUSING - DE BURGH		
let 4	Important to maintain screening between De Burgh and the common so the value of the common as a natural habitat can be maintained.	This design requirement has been included within the updated Planning Framework
let 6	The de Burgh site backs onto the green belt (Burgh Heath), density of housing should step down in accordance with established policy.	Developers will be required to take into account the sensitive nature of the site and reflect this in density and height of housing. This has been captured in the updated Planning Framework.
HOUSING - EXISTING HOUSING STOCK		

Ref	Comment/Issue	Response
let 9	The primary focus should be the regeneration of existing housing and infrastructure.	Raven Housing Trust (the main social landlord in the area) have an on-going programme of improvements to existing housing stock with particular emphasis on maintaining the Decent Homes Standard and further extending energy and water efficiency.
w10	Work to improve existing housing stock, plus downsizing or exchanging housing between lone occupiers and overcrowded families.	
let 6	Social housing in need of renovation - the additional need for renovation should be clarified and costed.	
let 8	Live in Longmere Gardens and concerned at the loss of privacy and noise from builders from new housing being built backing onto our garden.	
PARKING AND ACCESS - GENERAL CONCERN		
let 7	The existing parking problems and the additional traffic generated by the new development is the major concern of most residents who have commented to us.	The emphasis on improving access and highway infrastructure has been strengthened within the Planning Framework. We have undertaken transport studies which identify certain locations where highway/parking improvements may be required. Detailed planning and transport studies will be required to support future planning applications.
w19	No (concerns), provided there is sufficient car parking facilities off road for the residents of these properties.	
9, 10	The roads are already congested.	
11	Access?	
20	Roads are not wide enough to cope with the increase in traffic	
21	Too many houses for the road infrastructure	
w7	Concern about the increased level of traffic generated by the 400 new homes	
W20	Particular concern about the roads which are already narrow and congested...how will they cope?	
let 4	Concerned that some of the congestion and parking problems on the estate will be increased as a result of the new development.	
let 12	Access is the most important of all decisions to be taken. Until and unless this is agreed I must most strongly object to your proposals.	
7, W10,w12	Access roads on to the estate - Merland rise, Preston lane, Chetwode road, Marbles way are all congested already!	
PARKING - AMOUNT RELATIVE TO HOUSING / FACILITIES		

Ref	Comment/Issue	Response
13, w11	I hope there will be sufficient parking spaces - both for the leisure centre and the proposed housing	It is recognised that parking provision in combination with narrow streets and congestion is a problem in this area. The provision of parking will be delivered in line with the Borough Local Plan standards. However, given local circumstances in Preston, further interventions will be required in certain locations to free up space for parking provision. This has been reviewed and the approach clarified in the Preston Planning Framework.
w18	As Tadworth has restricted public transport facilities, it is not possible for most to reach their place of work without their own vehicle and I imagine that a high percentage of these properties will have a minimum of 2 vehicles and with more and more young people unable to move away from home due to the high costs of having your own household this number could be even higher.	
w21	When the site is developed, there should be extra car parking, NOT just one space per house/flat	
let 6	The consultation document does not spell out the parking requirements in detail. Experience shows that locally 2 cars are common for 2+ bedded units, this should be the requirement.	
let 7	As noted in the Final Transport Assessment "restrained levels of parking are very unlikely to influence levels of car ownership" and the design approach should "take account of likely levels of car ownership"	
7	Parking needs to be addressed across whole estate with each home having 2 cars average	The parking allocation proposed at the new leisure centre will exceed national guidelines. The intention is to at least re-provide current provision. Additional parking provision will be made for staff and users of the youth and community facilities.
13	Most people in Epsom/Ewell who use Banstead sports centre do so because of lack of parking at the Rainbow. I hope that this will be taken into consideration. It's not always possible or practical to walk or drive there. Also most people - even in these economic conditions - have 2 cars per family - so this must be taken into consideration when planning the housing.	

HOMEFIELD GARDENS - PARKING AND ACCESS		
LH6, LH7	Proposed new road access via Broadfield Walk into Homefield Gardens will increase the amount of traffic, Homefield Gardens gets quite congested and emergency vehicles have trouble access due to parking issues	Detailed parking and transport studies will be required to support a planning application for the development of Merland Rise Recreation Ground.
let 2	Homefield Gardens is already congested. You are planning to take traffic from the new houses on the sports centre site through Broadfield Close and Homefield Gardens. This seems difficult to achieve and these houses should have a direct link to Merland Rise - perhaps via the new entrance made for the sports centre.	
LH7	Cut in parking bays by the flats in Homefield Gardens currently people are parking on the pavements in Homefield Gardens. The road width is very narrow in some places which is made worse due to the fact a car business operates down Homefield Gardens.	
W21	I do not agree with the plan to put a path/road from new housing into Broadfield Crescent, we already have extra traffic from the building of flats where the garages used to be. Homefield Gardens is totally unsuitable for the extra traffic that would come from the development of houses. It would also encourage cyclists to cut through probably going the wrong way along the road with potentially dangerous results	
MERLAND RISE - PARKING AND ACCESS		
let 1	Concerned at the effect of the additional volume of traffic on the junction of Merland Rise with Great Tattenhams. It is difficult to turn right out of Merland Rise - provision of a mini roundabout may help.	The emphasis on access and highway infrastructure has been strengthened within the Planning Framework. Detailed parking and transport studies will be required to support planning applications for the Merland Rise Recreation Ground and De Burgh sites.
ldf	How will access into the area be dealt with? Not sure that Merland Rise would be able to deal with the increase in traffic. The junctions with Chetwode Road and Tattenhams needs to be dealt with.	
22	Too much traffic on Merland Rise/Chetwode Rd. These need to be upgraded.	
W14	400 houses = 800 cars. All using Merland rise which is already congested with parked cars. This proposal is doomed unless something is done to remove parked cars - double yellow lines? At present householders like to park near their homes and not in their garages or car parks	

LH1	There are similar issues (congestion due to parked cars) on Merland Rise particularly between Tattenham Crescent and Preston Lane	
LH7	Road widening in Merland Rise where possible.	
22	Ridiculous chicane on Merland Rise is dangerous.	The chicane will be reviewed although it provides a safe crossing for children attending the Epsom Downs Primary school.
w16	Merland Rise has parked cars all down one side between the existing sports centre and Preston Lane this reduces the road down to one lane and is already an issue at busy times especially as it's a bus route, this could get worse once the new sports centre is built as it may encourage more people into the area and more traffic down this road	Detailed parking and transport studies will be required to support a planning application for the development on the Merland Rise Recreation Ground.
w21	The entrance to the development from Merland rise should be improved to allow for the extra traffic the houses would bring.	
w22	The emphasis in the proposals to make Merland Rise the principle ingress and egress route is impracticable and unacceptable. This is a residential road that has already seen a marked increase in traffic over the last five years and any further increase would be detrimental to the residents, unsafe for traffic and pedestrians - including the infants' school. I suggest that consideration is given to equalising the impact by creating a major route via Prestons Lane, a widened Longfield Crescent and the copse adjacent to the latter. This would also accommodate a bus route for residents and visitors to the new housing areas. Finally, dedicated cycle/footpaths networking across the new housing areas, and linking with the schools, shops and public transport points would add value to the sense of inclusion to the new area	
let 2	Traffic flow on Merland Rise is at a high level and traffic calming at the school does not work during day time as it is at the brow of the hill.	Noted. These specific issues will be explored further. Detailed parking and transport studies will be required to support a planning application for the development on the Merland Rise Recreation Ground.
let 4	Support the improvements to Chetwode Road but little is said about Merland Rise which is far worse bearing in mind the degree of congestion and high traffic flows. Improve Merland Rise by providing off street parking where possible.	
22	Parking in Headley Grove has become a major concern with residents from Merland Rise now parking in Headley Grove - exacerbated by car boot sale.	

8	Inconsiderate parking in Merland Rise. Grass verges are being destroyed by car parking. Could some areas be converted to layby parking and the remainder yellow lines? The chicane is unsuccessful. When travelling towards Great Tattenhams you can't see cars approaching in the opposite direction. A Merland rise resident permanently parks a commercial trailer close to bus stops causing further congestion.	Detailed parking and transport studies will be required to support a planning application for the development on the Merland Rise Recreation Ground and De Burgh sites.
9	Blocking off half of Merland Rise on the brow of the hill is a hazard.	
W7	Additional traffic calming features on the lower part of Merland Rise which suffers from speeding on the straight section.	
W14	Unless approval for better control of Merland rise as a highway for vehicles this project is doomed!	
CHETWODE ROAD - PARKING AND ACCESS		
22	Too much traffic on Merland Rise/Chetwode Rd. These need to be upgraded.	Detailed parking and transport studies will be required to support a planning application for the development on the Merland Rise Recreation Ground and De Burgh sites.
19	I am concerned at the effect on local roads especially Chetwode Road which is congested at the moment.	Access on Chetwode Road has been identified as a priority and will be strengthened in the Planning Framework. A range of solutions will be developed in consultation with residents. This may include strengthening verges where appropriate.
let 6	Main access to de Burgh will be Chetwode Road which has a notorious parking problem, particularly overnight. Carving out the verge to create parking slots will not be popular with many and a very detailed assessment is required with extensive resident consultation. Part of the solution may be improving the garage areas behind some of the houses and flats.	
CUT THROUGHS		
let 6	Considerable disquiet at the possible effects of 400-500 car journeys (minimum) potentially passing through Ferriers Way/Coxdene/St Marks road area. This is already overcrowded and carries a large volume of passing traffic. Discouraging through traffic, possibly by barriers at the junctions of Long Walk and Broad Walk with Chetwode Road should be considered and also speed humps in Chapel Way and St Leonards Road. These options would need to be carefully assessed and consulted on further.	A detailed parking and transport study will be required to support a planning application for the development of the De Burgh site. Such a study would consider the potential impact of the

let 7	The Final Transport Assessment does not review the impact of traffic from the new development cutting through busy local residential streets (Chapel Way, St Marks Road, Coxdean, Long Walk, Ferriers Way, Chetwode Rd etc). We consider it is vital that this matter is assessed further and consideration is given to measures such as barriers and speed humps to discourage such rat runs.	proposed development on these roads and will provide evidence to justify any measures which may be deemed necessary as part of the proposed developments. Traffic movement will be encouraged to follow the main access along Chetwode Road by delivering improvements to traffic flow on the route.
LH1	There is considerable issues relating to traffic coming on to and off the estate via Coxdean, Long Walk and Broad Walk due to cars being parked on road or partly on road and pavement.	
ldf	How can the rat running be prevented?	
LONGMERE GARDENS		
let 8	Longmere Gardens is a narrow one way street which provides access to its residents only and its purpose suits its current volume of traffic. Concerned road will become a major access route.	Improvements to ensure access for emergency vehicles will be a requirement of any planning permission, i.e. a design and access statement is required to support the planning application submitted.
7	Raven planned building on garages at end of Longmere gardens - Fire brigade access? We had one event with car fire and access was difficult from Longmere Gardens, then engine had difficulty leaving! This surely would be impossible with building.	
PROVIDE MORE PARKING		
let 6	In some areas where grass verges are currently used for parking (and become muddy and unsightly hollows) they should be hardened for parking one wheel on/one wheel off. However some verges are protected and valued by residents and this should not be a uniform practice.	It is recognised that parking provision in combination with narrow streets and congestion is a problem in this area. The provision of parking will be reviewed carefully in context of future planning applications and wider regeneration plans.
let 6	More land must be released for parking spaces, especially Raven Trust land. Parking surveys should be taken at appropriate times when most cars are parked i.e. outside 9-5.	
let 7	With respect to parking problems a street-by-street solution based on selective hardened treatment of verges, parking cut ins and improvements to Raven parking areas is essential.	
LH1	The council should also work with Raven Housing Trust to utilise unoccupied garages or the required Raven Housing Trust to remove unused garages and replace them with well lit parking spaces.	
6, 8	Off road parking for residents.	
		Providing additional parking to relieve congestion

W1	Provide off road parking for blocks of flats	problems and accommodate additional residents is a key part of the regeneration plan. This is reflected in the Planning Framework. The priority roads identified for addressing parking include Merland Rise, Chetwode Road, Preston Lane and Marbles Way. One possible measure could be strengthening verges to enable 3/4 off road parking. Public consultation will be undertaken when specific proposals are developed.
19	Create more off-street parking where possible in Chetwode Road	
w12	All parking needs to be off the road and allow 2 way traffic - currently safety hazard restricting access emergency services.	
w13	There needs to be more parking spaces, at night time Preston is a nightmare for parking	
18	To accommodate more traffic the roads will need to be wider or made one way and a lot more parking spaces need to be created	
20	Roads need to be widened and additional parking provided to reduce the amount of on road parking	
w17	Ensuring there is sufficient parking provided for motor vehicles and bicycles	
w19	Make sure roads don't get clogged up with parked cars.	
let 4	Support the intention to improve permeability into and throughout the estate. Provide better parking facilities throughout the estate (in landscaped settings if some of the grassed areas are to be used).	
LH5	Stop the cars parking on footpaths, the paths are being wrecked!	
ldf	Parking on Chetwode Road. Many properties don't have front gardens. The removal of green space will be controversial. This needs to be addressed.	
ROAD SAFETY		
LH2	The roads in the Preston Park area should be speed restricted to 20 mph. Increased housing will create more traffic and greater risk of accidents.	Issues of road safety will be investigated in collaboration with the Police and interventions put in place where necessary.
14	speed restrictions on through roads	
	Roads need strengthening to protect against the creation of more potholes by the additional volume of traffic.	
w18	I am concerned about the proposed additional housing near the marbles way shops. As I feel it will put pressure on the already busy on road parking, people already have to double park or do not leave enough gaps for big cars to get through, I dread to think if an emergency vehicle needed to get through what would happen	A detailed parking and traffic impact study would be required to be submitted as part of a planning application.

ROAD ACROSS BURGH HEATH/ ALTERNATIVE ACCESS		
w7	A condition for the building of the 400 should be the reconsideration of the Chetwode Rd extension or an equivalent extra exit route.	
let 2	Loath to do it but in the end a new access road from Chetwode to ASDA will have to be built - especially after De Burgh is developed.	
w20	ROADS INADEQUATE AT THE MOMENT, An alternative access needs to be provided to the estate if any more houses built. The bus service needs to be extended into the evening	
let 6	It is not proposed to extend Chetwode Road over the Heath to ASDA - this is supported.	
W20	I want to make the point that one of the main reasons for the siting of the amalgamated De Burgh and Nork Park School on the Nork site to form the Beacon school was the 'difficult access to the De Burgh site through the maze of small housing estate roads'. The Surrey county councillor for the area (who was also a Nork Park school Governor, Chair of the Building and Sites committee for Surrey County Council and a member of the Surrey Education Committee and the School Review panel) was asked about the difficulties of access that would be caused by the building of a large number of houses on the De Burgh site she answered as follows: when the proposals for the building of houses are submitted permission would be granted for road access on the site of the footpath from ASDA. This is probably the only solution but I understand that it will not be allowed. Thus there remains the maze of small crowded access roads. this problem needs to be addressed.	Previous traffic studies have found that the existing road network can cope with the increased housing numbers which are proposed. It is not proposed to create a new access road. However, improvements to the footpath connecting Chetwode Road to the A240 are proposed, which would make it more inviting for use by pedestrians and cyclists.
let 6	The main route into the area ...should be via Great Tattenhams, Merland Rise and Chetwode Road. This is likely to require improvements to Great Tattenhams/Merland Rise junction (a roundabout scheme has been designed previously), replacement of the Merland Rise chicane arrangement by a proper crossing, and changes and widening at Merland Rise/Chetwode Rd junction.	These roads form a key route to the existing estate and to the De Burgh site. A detailed parking and traffic impact study and a design and access statement would be required to be submitted as part of a planning application for the site. These would identify any required improvements to the existing network.

CYCLE ROUTES & FOOTPATHS		
5, 12	Cycle ways are safer for cyclists - The council could also consider safe cyclist training on the site	Previous transport studies have identified the need to improve the footpath from Chetwode Road to the A240 across Burgh Heath to support the proposed increased population. The project, to improve the path for pedestrians and cyclists, is included in the Planning Framework. The Framework also identifies the need to create safe cycling routes in and between the two key development sites.
22	In particular good and well lit footpaths - so people are not cornered into using cars	
w8	Roadside footpath on Reigate Road (A240) between Burgh Heath and ASDA superstore	
w9	we need cycle routes and a clean up, but most of what is needed in the area is local involvement with paint and some plants	
w15	how about footpath from Merland Rise through Pit Wood to doctors surgery and then on to Epsom Downs?	
let 8	A lit pedestrian path to ASDA would be great.	
let 4	Support a better path across the Heath to ASDA but have reservations about lighting even if sensitively done as do not think it would make the route safe. Would object strongly to any excessively wide hard route which urbanises the Heath.	
let 6	An improved pedestrian/cycle route over the Heath would be supported and should take the shortest route rather than the diagonal one indicated.	
let 6	The De Burgh/Marbles Pond link should be visual/footpath/cycle route and not road.	
22	Perhaps Council will consider closing the footpath at the bottom of Headley Grove (the steps that attract most of the antisocial behaviour)	Noted. This footpath currently provides access and the implications of closure will be investigated.
7	Footpath from Rec to Chetwode Road (accessed by Longmere Gardens) seem to disappear - it's a public right of way used by many people going to Merland Rise School amongst others.	This has now been clarified in the Planning framework
PUBLIC TRANSPORT		
let 6	The new 480 service (twice an hour to Epsom) is much valued and has improved communications. The existing level of subsidy from County Council needs to be reviewed to ensure it is possible in the long term.	R&BBC are working with SCC to discuss improvements to the bus service.
let 8	What is missing is better transport links for longer hours (not just bus services that run until 7 o' clock).	
2	Stop cars parking at bus stops! Mark area of the confines of bus stops. If motorists don't comply have them towed and fined.	

let 6	Properly marked up bus stops (enforceable yellow boxes) are required particularly in Chetwode Road; currently residents park by the bus stops because they are legally permitted to do so.	R&BBC have raised these issues with SCC as SCC are responsible for the public highways.
W14	Double yellow lines on Merland rise - especially needed approximately 50 -100 yards opposite bus stops to prevent hold ups	
GREEN SPACE - CONCERN AT LOSS OF GREEN SPACE		
W12	Too much green space lost on Merland Rise Recreation Ground.	<p>The provision of housing in the area is necessary for various reasons set out in the Planning Framework, including securing the provision of the new Banstead Leisure Centre and other community facilities.</p> <p>The remaining open space will be improved to increase local use by all. This will include the provision of relocated and improved play facilities for children and teenagers.</p>
let 2	Concern at the loss of open space on Merland Rise Recreation Ground and on Raven sites and through parking schemes. Would like to see the new housing on the rec ground much reduced. In particular retain the existing length on the north south axis i.e. do not build the through road or the housing in the south eastern side.	
let 3	Concerned to see the extent of green space/local park that is intended to be used for housing. The park land can never be reclaimed. We already have a high density of housing in the area. There is a need for green space. You don't just use a park by playing or walking in it, you also use a green space with your eyes and lungs, it gives you a sense of peace and calm and removes stress.	
let 4	Concerned at the amount of open space being allocated for development, bearing in mind the clear needs of the area for quality open spaces and the current deficiency in outdoor sports provision.	
18	Please don't build on our fields. I like to play football on there with my friends and walk the dog	
w9	There is very little play area for children so we do not any new buildings in this area. All the current green areas are needed for the local children to play on.	
let 8	The field is a well used area of the community - a lot of children in the area use it, not to mention the dog walkers who utilise the field all year round.	
let 9	Most of the proposals do little for the existing residents of Preston and destroys much of the remaining urban green space that should be better used for the amenity and recreation of existing residents. Large high quality green spaces are needed in Preston to relieve the social pressures that Preston is well known for. Reducing the amount of urban green space is just stupid as well as being against current national planning guidance that recognises the value of urban green space and demands its protection from development and enhancement as a public amenity within PPG9 and others.	

let 9	The Planning Framework should specify the minimum area to be used for Public Urban Green space for each site [De Burgh and Merland Rise Recreation Ground].	The Council has various design guidance documents to assist in the design of development proposals. Planning applications will need to be consistent with such design guidance including, but not limited to, the Local Distinctiveness Design Guidance.
10	Need to keep as many green sites in the area as possible	Noted
GREEN SPACE - TREES & WOODLAND		
let 2	Throughout the estate trees that fall down should be replaced.	Noted
17	The proposal to build will mean cutting trees down. Most people like the openness of Tadworth. Where I live we can see the woods and green (deer are often seen there)	Where possible, trees will be retained and further landscaping will see the replacement of trees removed to make way for development.
let 4	Concerned at the reduced area of the copse close to swimming pool. We favour retention of the copse and its proper management.	The Planning Framework has been strengthened to make specific reference to retaining the copse at the south eastern corner of the recreation ground.
19	I feel strongly that the small wood in the corner of the recreation ground backing onto Longfield Crescent should be retained. This is a great amenity which would take years to replace.	
let 4	More emphasis could be given to green corridors linking open spaces, including the common and Pitt Wood.	Reference has been made to the Green Infrastructure Strategy, which is the appropriate strategy to address such issues in detail. The text regarding this has been strengthened and made clear.
let 4	Concern that money will be available for high quality maintenance of the open space and trees on the highway, in the long term.	Noted.
W9	I have noticed this borough is very quick to let trees be cut down. It would be good to plant more trees in the recreation ground.	From a strategic perspective certain trees that add value to the area will be retained and further trees will be replanted on Merland Rise to enhance the space. The actual details of such plans will come through as part of a planning application. Residents will have the opportunity to comment on those proposals as and when they come forward.

GREEN SPACE - DE BURGH		
let 9	<p>The de Burgh site is an important green space that relieves pressure on the ecology of Burgh Heath. Any development must include adequate provision of grass areas to relieve both the current pressure on the woodland and the increased pressure generated by the new development e.g. wildlife corridors to assist migration of wildlife to and from adjacent wild areas.</p> <p>Additional public green space should be provided to mitigate for the noted lack of adequate private gardens and the loss of a large section of public park at Merland Rise Recreation Ground. The conversion of public space into private space demands that an equivalent area of new public park is created nearby. The De Burgh site offers the obvious opportunity for this extra public urban green space e.g. a small park at the centre of the development.</p>	<p>The lack of garden provision for families in Preston has been identified as a problem area. It will therefore be a requirement for developers to provide gardens in the provision of housing units. In addition, the principle of a green corridor linking Merland Rise Recreation Ground to Burgh Heath across the De Burgh site will be taken forward in the design of the site.</p>
let 4	<p>Concerned at the reduced amount of open space on De Burgh and the reduced width of green corridor across the site (compared to masterplan)</p>	<p>The plans provided in the recent consultation and that provided in the masterplan are indicative to inform the objectives set out in the planning framework. Residents will have the opportunity to comment on the details of site proposals during a period of public consultation when a planning application is submitted.</p>
GREEN SPACE - QUALITY		
let 13	<p>Welcome the reference to improvement of existing green spaces in the Preston area in section 4.2. We are also satisfied with the conclusions reached in the accompanying Sustainability Appraisal.</p>	<p>Noted</p>
OTHER INFRASTRUCTURE - EDUCATION AND HEALTH		
6,9,10,17, w15, W21, let 3, let 4, let 6, let 8, LDF	<p>Concern that doctors and schools in the area are already under pressure.</p>	<p>S106 contributions would be required from developers to provide further services and facilities as a result of the increase in housing provision.</p>
let 9	<p>Opportunity to relocate the Epsom Downs Primary School and Family centre to De Burgh and build new housing on the current school site.</p>	<p>This is not something which Surrey County Council, as land owners on both sites, has raised.</p>

14	Concern that there will not be enough affordable leisure facilities and pedestrian footpaths - already there are problems with and for young people in that area	The new Banstead Leisure Centre and the reprovided Phoenix Centre (youth club) will provide leisure facilities at an affordable rate for locals. Further pedestrian and cycle paths are proposed as part of the envisaged proposals for the regeneration area.
OTHER INFRASTRUCTURE - DRAINAGE AND WATER SUPPLY		
W18	I am concerned that an infrastructure that is already stretched to its limits - adequate water supply during dry winters/summers - will not support an additional 400 properties.	Such issues have already been explored through the preparation of the Infrastructure Delivery Plan in support of the Core Strategy. Infrastructure providers have confirmed that the existing infrastructure is adequate to support an additional 400 residential units.
let 6	In view of the fact that much of the water available to the area comes from aquifers (underground storage) of water filtering through the soil and chalk, what will be the effect on the water table of having massive areas of green land concreted over? A study of this must be carried out publically and in depth by reputable organisations.	Noted. The Infrastructure Delivery Plan in support of the Core Strategy sets out the infrastructure requirements for the Borough. Infrastructure providers have identified that there would be a deficit in provision to 2017. Planned upgrade to treatment works will be undertaken at Reservoir A to ensure sufficient water supply for the future.
let 6	The de Burgh site has natural ponds which form in periods of heavy rainfall. Developers will need to install adequate drainage to cope.	Noted.

let 11	Need to add paragraph (provided) re. water supply and sewerage infrastructure to ensure developers fully take this into account. Trees and shrubs should not be planted over the route of sewers or water pipes.	Noted. The Infrastructure Delivery Plan in support of the Core Strategy sets out the infrastructure requirements for the Borough. Infrastructure providers have identified that there would be a deficit in provision of water supply to 2017. Planned upgrade to treatment works will be undertaken at an existing reservoir to ensure sufficient water supply for the future. It has also been established that there is sufficient foul infrastructure to meet the future growth. Infrastructure providers will be able to provide comment on planning applications for sites that come forward for development. Issues of tree plantings being obstructive to maintenance of infrastructure can be addressed in this way.
OTHER INFRASTRUCTURE - RETAIL		
let 4	More thought needs to be given to health and shopping provision on the estate. The existing shop area is a disgrace and the building is very unsightly. If the shops are relocated the existing units could be for small businesses or social groups.	The Framework has been updated reflecting the intention to keep the shops in their current location, with potential to create an additional retail unit adjacent to the existing. We have passed concerns regarding the condition of the existing units to Raven Housing Trust who own the units.
let 6	The pros and cons of moving the existing shops in Marbles Way need to be carefully explored. A move to near the leisure centre would help to create a community hub and would be positive but costs would be involved. The Marbles Way site could be redeveloped (probably for flats) providing further housing. If a decision is made to retain the shops in Marbles Way the improvements are required as the shopping offer is very poor (need for Tesco Metro or equivalent).	
ldf	Are the shops on Marbles Way sufficient? Is there scope for more?	
OTHER INFRASTRUCTURE - EMPLOYMENT SITES		
let 6	Has the long term future of the industrial units (Pitwood Park etc.) in Waterfield/Wayside been considered?	The emerging Core Strategy considers Pitwood Park for intensification, subject to the preservation of the character of the surrounding area. The Development Management Policies development plan document will confirm employment land

		designations for this area.
ldf	Employment possibilities. None of this is mentioned in the Framework. Provide some text on this issue.	This is an issue that has been made stronger in the Planning Framework in relation to the community hub and leisure centre.
FUNDING		
LH2	Will the sale of development site generate enough funding to make the scheme viable for the completion of all the proposed works?	We are confident that the proposals will be financially viable.
let 4	Will any surplus from the sale of Merland Rise Recreation Ground be invested in Preston?	Some of the proceeds of the sale of part of Merland Rise Recreation Ground will be used to fund the new leisure centre.
let 4	We recognise that it is essential that there is a large enough capital receipt for the construction of the new pool and youth and community facilities plus other environmental works. But too much development over and above what is necessary for regeneration could be counter-productive and social problems could increase.	Noted.
let 9	The main intention appears to be to maximise the money from land sales rather than address the existing problems and most of the proposals in the document appear to be an attempt to mitigate the affects of the additional housing rather than address the existing deficiencies. Selling off our last remaining urban green space capital to solve short term funding shortfall ... is a totally unsustainable use of urban green space land capital.	The Planning Framework identifies 3 key objectives to address the issues affecting the estate. <ul style="list-style-type: none"> • Improve housing for new and existing residents • Creation of a new community hub • Improve infrastructure and open space
W20	there appears to be no firm commitment from Surrey County Council to provide the finance generated from the proceeds of the sale of the De Burgh Site towards this project or the Preston Area. Given the history of broken promises I am not confident that any funding will be forthcoming.	A report went to SCC's Cabinet on 27/03/12 in relation to this project. SCC's Cabinet committed to contribute towards the proposed improvements to the estate funded out of the capital receipt from the sale of the De Burgh site.
OTHER		
1	Brilliant! Its about time. Pity we have to wait until 2014 though	Noted
3	Good luck!	Noted
9	The plans you have for Preston seem too good to be true.	Noted
15	Just to say that it is an extremely important project and hope it will be completed before too long especially the new pool. It will enhance the area.	Noted

let 3	Concern that the Reigate & Banstead Residents Survey results would be taken into account when planning for regeneration - this survey took place before the regeneration plans were known so responses should not be taken into account in the regeneration context.	Noted
let 6	Some quick wins would be helpful to bring local people on side, particularly with extended construction periods and disruption.	We are intending to deliver some initial pilot projects during 2012/13
let 6	What effect will the increased traffic have on air pollution?	An air quality impact assessment will be required to support a planning application for sites that would have an impact on the existing traffic conditions. At present the Preston is not identified as an Air Quality Management Area.

Appendix E: EXAMPLE OF QUESTIONNAIRE

PRESTON REGENERATION PLANNING FRAMEWORK

Feedback Form

We want to know what you think about the plans for regenerating Preston. We will use your views to update our proposals and influence how we deliver improvements.

Please return your completed form to the Raven Neighbourhood Shop on Marbles Way or to the Town Hall, Castlefield Road, Reigate, RH2 0SH. Alternatively complete the survey on-line at www.reigate-banstead.gov.uk

The closing date for completed Feedback Forms is Monday 9 January 2012.

If you would like to be entered into the prize draw to win a free membership pass for Banstead Leisure Centre, please provide your contact details below.

Housing

1. Do you have any comments or concerns about the new housing proposed for Preston?

2. Are there any additional sites that we could consider for the provision or enhancement of housing?

3. Are there any improvements to the road/footpath/cycleway network that you feel are necessary to meet the demand created by new homes and facilities?

Community Facilities

4. Alongside the leisure centre and youth centre, which of the following type of community facility do you think is needed in Preston (if more than one, please rank in order of importance).

	1most	2	3	4	5	6	7 least
Community hall							
Sports hall							
Large meeting rooms for community use/training (50 people)							
Small meeting rooms for community use (10 people)							
Interview rooms (4 people)							
Other (Please specify)							
No additional facilities needed							

5. Have you used the existing Community Hall in the last 5 years?

Yes		No	
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6. Are you likely to use the new community facilities?

Yes		No		Not sure	
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7. If so, what activities would you like to attend?

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Prioritising improvements

The following is a list of potential projects that could be delivered in Preston. The number and size of the projects will depend on the amount of funding secured from the sale of development sites for new homes in Preston. The Council and its partners are unlikely to have funding to deliver all the projects so we want your views on what the priorities should be. We will use your feedback to ensure we are including and prioritising the right projects.

8. From the list below, please select your 5 most important and your 5 least important projects:

		Most important	Least important
H1	New leisure centre with pool		
H2a	New youth facilities		

H2b	Community/sports hall and other community facilities		
H3	Improvements to Merland Rise Recreation Ground		
H4a	Pedestrian/cycleway north from Recreation Ground to St Leonards Road		
H4b	Pedestrian/cycleway on west side of Reigate Road between Asda junction and Great Tattenhams		
H4c	Subsidise establishment of car club		
H4d	Upgrade public transport infrastructure (bus stops, signage, shelters)		
H5a	Junction improvements at Great Tattenhams/A240		
H5b	Highway improvements on Chetwode Road		
H6a	Improve pedestrian & cycle links to A240 across Burgh Heath with surfaced pathway		
H6b	Provide lighting for pathway across Burgh Heath		
M1	Improvements to parking provision on narrow roads to facilitate bus		
M2a	Footpath improvements: Shelveys Way to Marbles Way via Copley Way		
M2b	Footpath improvements: Shelveys Way to Marbles Way		
M2c	Footpath improvements: Merland Rise to Waterfield (edge of Pitt Wood)		
M2d	Footpath improvements: Waterfield to Tattenham Corner		
M2e	Footpath improvements: Waterfield to Epsom Downs		
M3	Landscaping of public and private green space around housing and highways		
L1a	Improve the environment of Marbles pond		
L1b	Improve the environment of Lonesome pond		
L2	Preserve and enhance ancient trees and hedgerows		
L3	Create more outdoor play and sport facilities		
L4	Provide signage for environmental and heritage features		
L5	Improvements to public transport in the evenings and at weekends		

9. Are there any environmental or infrastructure projects you think are needed in Preston that are not on the list?

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Merland Rise Recreation Ground

10. Are the relocated playground and skate park shown in the best position on the Merland Rise Recreation Ground plan?

Yes		No		Not sure	
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11. In addition to the playground and skate park, what other improvements would you like to see on the open space at Merland Rise Recreation Ground?

Tree planting (along footpaths not in clumps)	<input type="checkbox"/>
Circular footpath	<input type="checkbox"/>
Lighting	<input type="checkbox"/>
Youth shelter	<input type="checkbox"/>
Seating	<input type="checkbox"/>
Litter and Dog bins	<input type="checkbox"/>
Outdoor gym/trim trail	<input type="checkbox"/>

12. Do you have any other comments on the regeneration proposals for Preston?
Please continue on an additional sheet if required.

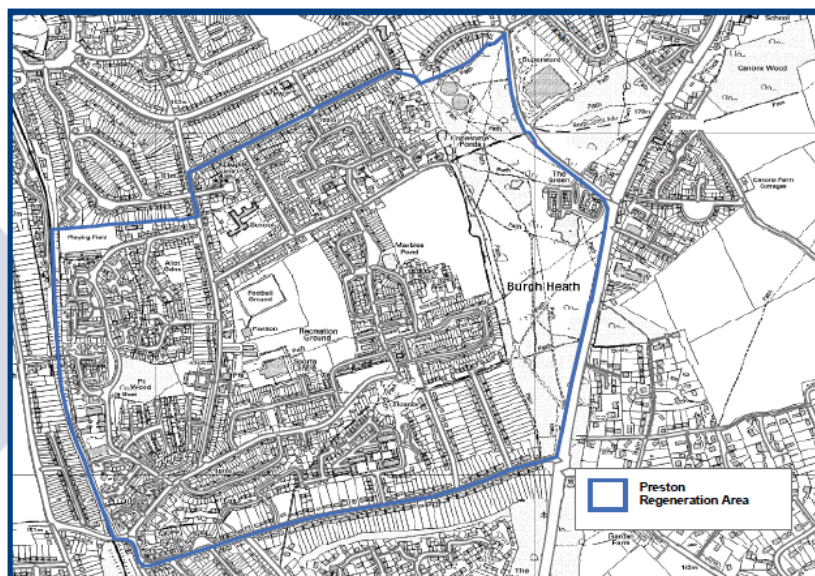
Appendix F: Example of Flyer
















Preston regeneration proposals

Reigate & Banstead Borough Council, together with Surrey County Council and Raven Housing Trust, is committed to improving the Preston regeneration area for local residents.

The Council has drawn up a draft Planning Framework for Preston that sets out proposals for regenerating the area. The Framework builds on earlier consultation with local residents, but has been updated to reflect changes in the economic climate.

You can find out more about the proposals at a public exhibition at the Banstead Leisure Centre on Merland Rise which runs from 14 November 2011 to 6 January 2012. You will also be able to talk to Council staff at a range of local venues and times - see back page for details.



-  Proposed improved open space incorporating landscaping and upgraded children's play area and skatepark
-  Proposed residential infill with a mix of tenure and unit size
-  Proposed leisure centre and community facilities fronting onto key public spaces
-  Proposed improved public realm leading to formal public square with street furniture and planting
-  Key focal point
-  Key active edges and primary frontage
-  Proposed roads & cycle paths connecting to surroundings
-  Routes into site along enhanced 'green' routes with new planting, trees and street furniture
-  Semi-formal green square linking to public square and extending to larger open space
-  Enhanced playground and skatepark using re-located equipment from existing facilities
-  Existing key roads
-  Site boundary
-  Circular path around improved green open space
-  Potential residential development sites proposed by Raven Housing Trust
-  Potential improved community facilities at Merland Rise Church



Merland Rise Recreation Ground - Proposed Concept Diagram

The regeneration proposals

- **New homes for existing and new residents** - around 400 new homes will be built on sites owned by the Council, Surrey County Council and Raven Housing Trust. (These will be 75% private market housing, 15% shared ownership and up to 10% affordable rented)

The Council will use funding from the sale of development sites to invest in improvements to the Preston area:

- **Create new leisure and community facilities** - the new Banstead Leisure Centre (including swimming pools), forms a key part of the regeneration. We are also working with partners to improve youth and community facilities.
- **Improve local infrastructure and open space** - to address transport and accessibility issues, and improve the quality of open space in the area.

Come and find out more

An exhibition about the proposals will be based in the Banstead Leisure Centre, Merland Rise from 14 November 2011 until 6 January 2012. The proposals are also available to view online at www.reigate-banstead.gov.uk.

Staff from the Borough Council will be available to talk about the proposals and answer questions at the following local venues and times:

Friday 18 November	10am - 1pm at Chavecroft Lounge, Broad Walk
Saturday 19 November	10am - 2pm at Banstead Leisure Centre, Merland Rise
Tuesday 22 November	10am - 1pm at Raven Neighbourhood Shop, Marbles Way
Sunday 27 November	8am - 11am at BAFC car boot sale, Merland Rise
Tuesday 29 November	6.30pm - 8.30pm at Banstead Leisure Centre, Merland Rise
Wednesday 7 December	6.30pm - 8.30pm at Chavecroft Lounge, Broad Walk

Tell us what you think

We want to hear your views on the new plans. We will use your feedback to update our proposals and influence how we deliver improvements.

You can give your opinions by talking to staff or by filling in the feedback form. Feedback forms are available at the exhibition or online at www.reigate-banstead.gov.uk The closing date for completed feedback forms is **Monday 9 January 2012**.

If you have any questions or comments regarding Preston regeneration or the consultation on the Preston Planning Framework, please contact Reigate & Banstead Borough Council's Helpline on 01737 276000.

November 2011