

Epsom & Ewell Borough Local Shopping Centre Study



Epsom & Ewell Borough Council
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1 Introduction

The geographical location of the Borough of Epsom & Ewell, in particular its proximity to Greater London, make it highly accessible to a variety of different transport modes. Epsom Town Centre lies at the heart of the Borough and provides a retail offer that has a catchment area that goes beyond the Borough's political boundaries. The relatively high number of secondary town centres, local centres and shopping parades located across the Borough positively contribute towards the high levels of accessibility to services, facilities, amenities and most importantly shopping opportunities.

The mix of urban, suburban and Green Belt combine to make the Borough's settlements distinctive in terms of their character and appearance. The number of highly accessible shopping centres also contributes to the Borough's unique character and experience relative to other similar urban areas.

Maintaining and enhancing these shopping centres, as focal points for local communities, as places to work, shop and spend leisure time at, is an important objective of the emerging [Epsom & Ewell Local Development Framework \(LDF\)](#). Our local centres positively contribute to maintaining and developing sustainable communities.

This Study seeks to provide an analysis of the Borough's secondary town centres, local centres and shopping parades. It builds upon existing work to provide an initial overview of the health, vitality and viability of these centres. The Study examines the range of uses found within these centres, identifying numbers, use classes, floorspace (where possible), vacancy rates and trading voids or gaps. The Study examines the extent of the current identified boundaries and advises as to whether these remain, be extended or consolidated. The Study makes recommendations towards the development of the Site Allocations and Development Management Development Plan Documents (DPDs). The study will also provide useful information that will help in the determination of future planning applications.

2 Epsom & Ewell's Retail Areas

Epsom Town Centre is the principal retail destination in Epsom & Ewell. It is the main town centre in the Borough and plays a vital role in the provision of services and facilities for the Borough. Because of its importance to the Borough's economy and retail offer Epsom Town Centre is the subject of an [Area Action Plan \(Plan E\)](#), which builds upon planning policy set out in the [Core Strategy](#), and corporate policy set out in the Council's [Sustainable Community Strategy](#). Epsom Town Centre is the subject of a separate [retail study and town centre health check](#).

Epsom Town Centre is complemented by Ewell Village, Stoneleigh and a network of smaller shopping centres. These are divided into shopping centre types in the Local Plan (2000) which consist of Secondary Town Centres, Local Centres, Shopping Parades (comprising centres with between 5 and 12 units) and the Kiln Lane retail area. Previously the Council has regularly monitored the use and vacancy rates of these smaller shopping centres. The previous survey of shopping centres and parades can be found at the [following link](#).

Current retail areas based on the Local Plan categorisation:

Secondary Town Centres

- Ewell Village
- Stoneleigh Broadway
- Kingston Road- Bradford Drive
- Kingston Road- Ruxley Lane

Local Centres

- Chessington Road- Plough Road
- Pound Lane, Epsom
- Chessington Road- Green lanes
- Ewell-by-pass, Ewell
- Vale Road, Worcester Park
- Manor Green Road

Shopping Parades

- Poole Road, West Ewell
- East Street, Windmill Lane
- Langley Vale, Epsom
- Chessington Road, Ruxley lane
- Hollymoor Road, Sefton Road
- Ruxley lane, Gatley Avenue
- Spa Drive, The Wells

- Kiln Lane Retail Area

The main 'use class'¹ that is desired in a shopping centre is 'A1' Shops. This use class includes all forms of retail establishments including hairdressers and sandwich bars. Some non-retail uses can provide useful services to residents alongside the shops such as restaurants and banks and help to contribute towards the vitality and viability of the centre and the overall retail function. Other non-commercial uses, such as places of worship (D1) and buildings used for assembly and leisure (D2 – such as community halls) can also contribute to the vitality and viability of local centres.

3 Study Objectives

This shopping centre study seeks to:

- provide an initial analysis of the Borough's secondary town centres, local centres and shopping parades
- examine the range of uses found within each of the centres, identifying unit numbers, use classes, vacancy rates and trading voids or gaps
- examine the extent of the current identified boundaries and advise as to whether these should remain, be extended or consolidated

¹ The Town and Country planning (Use Classes) Order 1987 (as amended)

- consider the potential future designation of these different centres and how/ if they should be protected

The recommendations will be considered when developing policy in the future Site Allocations and Development Management Development Plan Documents (DPDs). The Study can also provide useful information as a material consideration when determining planning applications. It is also envisaged that the Study will collate base data that will be useful in the preparation of future planning policy annual monitoring reports.

4 Relevant National/ Local Planning Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the coalition government's approach on how they believe planning will help to achieve sustainable development. The NPPF is part of the biggest changes to the nation's planning system in over thirty years. Its effects are profound and far-reaching. It is a single volume policy document. It replaces the detailed advice contained within Planning Policy Guidance (PPGs), Planning Policy Statements (PPSs), supplementary guides, and some government circulars and ministerial statements.

The NPPF identifies building a strong competitive economy, securing jobs and prosperity, as key component of sustainable growth. Critically, the Framework states that the planning system should do everything it can to support economic growth and should not serve as an impediment to sustainable growth. In order to achieve this, the Framework requires that local plans set out a clear economic vision and strategy for their area. The NPPF also advises that local plans define a network and hierarchy of centres that is resilient to future economic changes; although it fails to identify how such networks be stratified (see PPS4 below).

The NPPF maintains the 'town centre first' policy approach set out in Planning Policy Statement 4 (see below). However, it does not explicitly state that Town Centres are the most sustainable location for further economic or retail growth. Nevertheless, the sequential approach to main town centre that are not in an existing town centre is maintained. This affords a level of protection for existing retail centres.

Former Planning Policy Statement 4: Planning for Sustainable Growth (PPS4)

Prior to the publication of the NPPF national planning policy on sustainable economic growth was set out under Planning Policy Statement 4 (PPS4). In terms of retail provision, PPS4 advised local planning authorities to define a hierarchy of centres to meet the needs of their catchments.

Although PPS4 has been overtaken by the publication of the NPPF, the definitions that it provided for retail centres remain valid. Consequently, this Study and its recommendations have been prepared with those definitions in mind. The Study uses the following definitions for retail centres:

District centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. In rural areas, large villages may perform the role of a local centre.

Small parades of shops of purely neighbourhood significance were not regarded as centres for the purposes of the PPS4 Statement but for the purposes of this study they are included within the local centre category where they fulfil a vital role in meeting the shopping and social needs of a particular residential community and therefore justify protection under the local planning process.

Epsom & Ewell Core Strategy (2007)

The Epsom & Ewell Core Strategy (2007) contains a policy on 'the role of local centres' (Policy CS15). The policy seeks to protect local centres by resisting proposals which are likely to damage or undermine the retail function of these centres or detract from their vitality and viability.

It also contains overarching policies in relation to the whole borough that will have an impact on the achievement of the objectives for the economic and social vitality of the local centres.

Epsom & Ewell District-Wide Local Plan (2000)

The Local Plan contains specific policies in relation to shopping centres that are defined as centres with 5 or more shopping units. These include:

- Policy SH1: New Retail Development
- Policy SH3: Other Development in Shopping Centres
- Policy EMP4: Shopping Centres
- Policy EMP6: Employment Development in the rest of the Borough
- Policy EMP11: Upper Floors in Shopping Centres

Policy SH3 is specifically related to the change of use in shopping areas. It states that the introduction of non –retail uses within these primarily retail centres will be resisted where the range of retail facilities would be adversely affected. It also states that appropriate non retail uses should normally be located in peripheral areas so that the retail core is maintained.

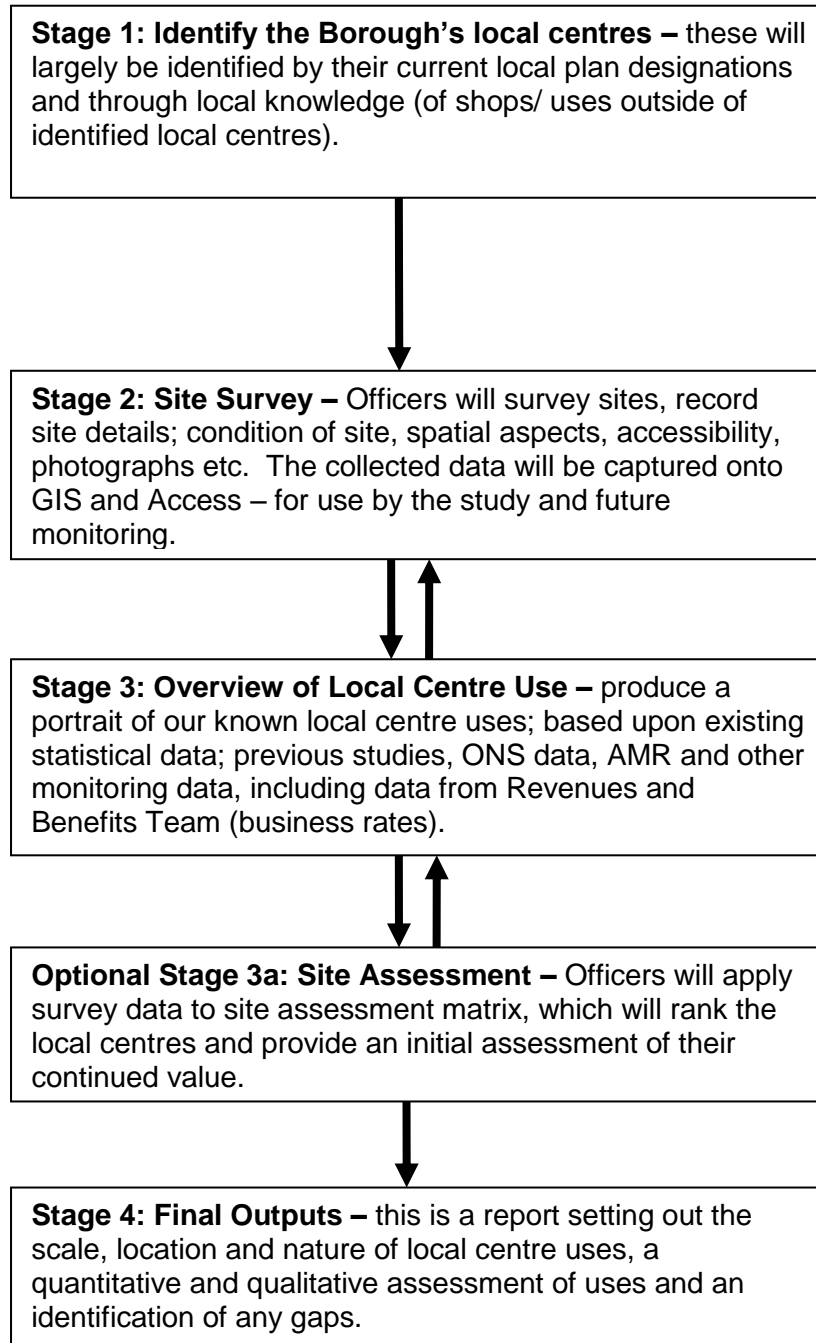
The policy sets out a range of factors to consider when determining a development proposal to ensure the vitality and viability of the centre is not harmed. These include:

- Not disrupting the retail element of the centre by breaking up the retail frontage;
- Consideration to the existing use of the shop and the surrounding uses;
- The visual prominence of the shop;
- The rear servicing facilities
- The suitability of letting the shop for retail purposes
- Any additional car parking facilities
- Any additional traffic generated
- Whether the proposed use would add to the viability of the convenience shops within the centre.

The Council had planned to replace the above 'saved' local plan policies as part of the preparation and production of the Delivery Development Plan Document (DPD); which was to have been comprised of both site allocation and development management policies. Following the publication of the NPPF the Council will accelerate work on separate Development Management Policies DPD ahead of a Site Allocations DPD – in order to ensure that its development management policies remain relevant, up-to-date and in conformity with the NPPF.

5 Methodology Overview

The diagram below shows the methodology for this review of the Shopping Centres.



6 Summary of recommendations

Below is a summary of the recommendations drawn from the pen portraits and surveys. The pen portraits and shopping centre tables are in Appendix 1.

Shopping Centre boundaries

Recommendations have been made throughout the pen portraits for changes to the existing (as defined in the Local Plan 2000) boundaries. These amendments have been suggested to either exclude some areas that no longer serve a retail function or to include new economic activity and a wider range of essential local services that deserves some protection. The changes are indicated on the maps in the pen portraits section. A summary of the changes is provided below. These suggested changes should be considered when preparing and consulting on the retail/ shopping site allocations.

Shopping Centre	Proposed Changes	Reasons for changes
Castle Parade	Extend to include The Organ & Dragon Public House, the BP Garage, Shell Garage and Ewell Honda. Possibly include the Shurguard self-storage.	These uses are considered as important local services that contribute towards the viability and vitality of the existing retail centre. The contribution from the self-storage unit is less certain.
Chase Road	No change.	There are only 2 units at this site so they may be difficult to protect under the proposed retail centre hierarchy.
Chessington Road/ Green Lanes	No change	
Chessington Road/ Plough Road	Remove 232 and 222 Chessington Road from boundary	These are residential units
Chessington Road/ Ruxley Lane	Include 'Jet' Garage within the boundary	This is otherwise a very small centre. The Garage contributes towards the viability and vitality of the existing retail centre.
Ewell Village	No change	
Gatley Avenue	Remove 2A and 2B Gatley Avenue	These are residential units
Hollymoor Lane	Redraw to reflect the proposed redevelopment of the site	This has not yet been determined but more information is likely to be available in time for the next stage of consultation of the Delivery DPD
Horton local centre, Pelman Way	The detailed boundaries of this site are not included on the proposals map of the Local Plan.	Include this site as a new Local Centre – comprising a mix of foodstore/ convenience retail uses
Kiln Lane retail area	This site was not included on	This site should be

	the proposals map of the Local Plan.	identified as an out-of- town shopping area.
Kingston Road/ Bradford Drive	Include 175 and 177 Kingston Road. Include the car park to the rear of Stoneleigh Parade.	175 and 177 are being used as dental and orthodontics practices. These community and economic uses positively contribute to the vitality of the adjacent retail areas. The car park is an important feature of the centre and contributes towards its successful function.
Kingston Road/ Ruxley Lane	Extend to include 383-393 Kingston Road. Extend to include Citroen Garage. Extend to include Scout Hall and 457 Kingston Road.	383-393 Kingston Road are subject to planning permission for a foodstore which if implemented will enlarge the centre and significantly contribute to its vitality. The Citroen garage sits on Ruxley lane but still appears as an economic activity within the centre. The scout hall and office on Kingston Road are contiguous with the centre and provide important economic and community uses for the neighbourhood.
Langley Vale Road	Remove the split from the centre	No longer in retail use
Manor Green Road	No change	
Poole Road	No change	
Pound Lane	No change	
Rosebery Parade, Beggar's Hill, Kingston Road	This site was not included on the proposals map of the Local Plan.	This should be included as a Local Centre offers a bespoke style small destination shopping area
Spa Drive, The Wells	Remove units that are now residential	This is now a single shop unit
Stoneleigh Broadway	Include the Church on the corner of Stoneleigh park Road. Remove rear of 21 Stoneleigh Broadway. Include community uses at the rear of Stoneleigh Broadway (Nursery, Parish Hall, Warehouse, Temple	The church and temple, nursery and parish hall are important community facilities that contribute positively to the vitality of the centre. The rear of 21 Stoneleigh Broadway is residential.

	and Hindu Centre)	
Vale Road	Remove 146-152 Vale Road Remove 'The Courtyard	Both of these areas are residential.
Waterloo Road	This site was not included on the proposals map of the Local Plan.	This centre should be included as a Local Centre now that it has been excluded from the Epsom Town Centre boundary.
Windmill Lane/ East Street	Amend boundary to include Wilsons car show room	This economic use contributes towards the vitality and viability of this area

Maintaining the vitality and viability of the centre

Plans showing the use classes at each of the centres can be found in Appendix 2. These should be considered when an application for the change of use of a unit in a shopping centre is submitted. The maps can help to ensure that the proposal does not interfere with the retail core of the centre or undermine its retail function, or detract from the centres vitality and viability. These plans can be useful in determining whether a proposal will result in an inappropriate concentration of more than two adjacent non –retail shop units or their frontage equivalent (In line with Local plan policy SH3). A use class without an active retail frontage may not be appropriate within the defined centres at all.

Vacancy Rates

At the time of the survey, several local centres had high vacancy rates. These include:

- Horton Local Centre (71%) recently developed centre that is now seeing additional units let.
- Manor Green Road (30%) (although redevelopment is in progress)
- Kiln Lane/ East Street (20%)
- Rosebery Parade (20%)
- Kingston Road/ Bradford Drive (13%)
- Chessington Road/ Green Lanes (12.5%)
- Chessington Road- Plough Road (10.3%)

Shopping Centres	No of Units	No of Vacant Units	Vacancy Rates (%)	A1(%)	Residential above
Castle Parade, Ewell	18	0	0	39%	12 (67%)
Chase Road	2	0	0	50%	2 (100%)
Chessington Road- Green lanes	16	2	12.5	63%	16 (100%)
Chessington Road- Plough Road	29	3	10.3	48%	28 (97%)
Chessington Road - Ruxley Lane	7	0	0	29%	5 (71%)
East Street (Now in Plan E)	12	0	0	25%	7 (58%)
Ewell Village	88	6	6.8	55%	53 (60%)
Hollymoor Road/ Sefton Road	1	0	0	100%	0
Horton Local Centre, Pelman Way	7	5	71.4%	100%	7 (100%)
Kiln Lane Retail Centre	4	0	0	50%	0
Kiln Lane/ East Street	10	2	20	40%	8 (80%)
Kingston Road- Bradford Drive	45	3	6.6	58%	41 (89%)
Kingston Road, Ruxley Lane	43	7	16.2	60%	39 (95%)
Manor Green Road	10	3	30	80%	2 (40%)
Poole Road, West Ewell	9	0	0	44%	8 (89%)
Pound Lane	17	0	0	65%	16 (94%)
Rosebery Parade, Beggar's Hill	5	1	20	60%	0
Ruxley Lane, Gatley Avenue	4	0	0	50%	4 (100%)
Stoneleigh Broadway	74	4	5.4	55%	59 (78%)
The Wells	1	0	0	100%	1 (100%)
Vale Road, Worcester Park	13	0	0	46%	11 (85%)
Waterloo Road	18	0	0	61%	10 59%)
Windmill Lane/East Street	7	0	0	57	7
Total/Average	439	39	8.9%	54%	336 (76%)

Vacant units can detract from the vitality and viability of the centre. At these centres it may be appropriate to allow a more diverse range of activities where it can be shown that traditional 'A' class uses are not viable or appropriate, to bring these vacant properties back into use. This could include D1 and D2 uses as well as some B1 and sui generis uses. A summary of the vacancy rates is shown in the table above.

Protecting the retail function of the centre

Several of the centres have a low percentage of A1 uses. These include:

- East Street (25%)²
- Chessington Road- Ruxley Lane (29%)
- Castle Parade, Ewell (39%)

² East Street falls within the area covered by Plan E Epsom Town Centre Area Action Plan

At these centres it may be appropriate to consider an option that does not allow any additional loss of A1 and to actively encourage some of these units being returned to an A1 use.

Shops that do not fall within former PPS4 definition

Some of these centres have decreased in size since they were designated in the Local Plan (2000) or do not fall under the former PPS4 definition of a shopping centre. These include:

- Chase Road
- Hollymoor Lane
- Spa Drive, The Wells

An option should be considered of introducing a policy to protect these single shops due to the value that they add to the community and importance at the neighbourhood scale. There are other single shop units in the Borough that could also be considered for protection. These include:

- Burgh Heath Road
- Dorking Road
- Horton retail (new)

District Centres

Ewell Village and Stoneleigh Broadway, as the 2 largest shopping centres outside Epsom town centre, clearly fall within the definition of a “District Centre”. Both have a high number of shop units and provide a very important facility for that part of the Borough that should be protected. To further protect the retail function of these District Centres, the Delivery DPD should define primary and secondary frontages.

The NPPF requires local planning authorities to “define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.” Primary frontages are defined in the NPPF as “likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods “ Whilst secondary frontages are considered to “provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.”

These definitions based on the previous PPS4 definitions are rather vague and for the purposes of designating and managing primary and secondary frontages it is proposed that the Epsom Town Centre Action Area Plan (Plan E) minimum threshold of 66% for A1 units within primary frontages be also used for the purposes of this study. The objective of using this threshold is to ensure that A1 shops remain the predominant ground floor use in the core of the district centre shopping areas by resisting further infiltration of A3/A4/A5 uses.

In Stoneleigh the primary retail frontage would be appropriate on the far south-eastern parade (nos 44- 72) where 79% of the units are A1. It may also be appropriate on the adjacent parade (nos 10-42). The remaining three parades could be designated as secondary retail frontages.

The shape of Ewell Village does not lend itself easily to the introduction of primary and secondary frontages. However the southern end of the District Centre functions as the primary retail area, with a large concentration of A1 uses and therefore this would be the appropriate frontage to designate as primary retail frontage. Possibly

northern stretches such as market Parade could be designated as secondary retail frontages as could the rest of the retail frontage throughout the Village.

The Kingston Road centres are smaller than Ewell Village and Stoneleigh (but were previously identified as Secondary Town Centres) with a higher percentage of A1 uses spread across the entire centres. These centres are too small and without the full range of facilities to justify District Centre designation but nevertheless would benefit from primary and secondary frontage designations in order to safeguard high concentrations of existing A1 uses within those centres.

Regarding the Kingston Road/Ruxley Lane centre it is suggested that the frontage next to the western corner of the Kingston Road/Ruxley Lane junction (nos 2 -12 Ruxley Lane and 429 Kingston Road) which has 100% of units in A1 use, together with the parade on the northern side of Kingston Road (nos 330 -368 Kingston Road) which has 60% of the units in A1 use but if allowance is made for the fact that one of the retail businesses occupies 4 units this increases to 71%. It is suggested that other shopping frontages within the centre should be designated as secondary frontages and that designations be reviewed following the anticipated completion of the permitted Aldi foodstore scheme at 383-393 Kingston Road.

Regarding the Kingston Road/Bradford Drive centre there is no obvious concentration of A1 uses with these uses being fairly evenly distributed across all parts of the centre. It is suggested in these circumstances that no primary and secondary frontages be designated in the centre.

Environmental Improvements

The study has identified a number of environmental improvements at various shopping centres. These are summarised below. If a planning application is submitted for development or change of use at one of these centres it may be appropriate to include some improvements in a s106 agreement. Alternatively this list could be fed into the preparation of the Infrastructure Delivery Plan.

Shopping Centre	Environmental Improvements
Castle Parade, Ewell	Introducing new street furniture including a litter bin and a bench
Chase Road	Landscaping of the railway embankment
Chessington Road- Green lanes	Introduction of additional street lighting
Chessington Road- Plough Road	None
Chessington Road - Ruxley Lane	None
East Street (Now in Plan E)	
Ewell Village	See CAAMP
Hollymoor Lane/ Sefton Road	Additional greening and introduction of more street trees/ vegetation.
Kiln Lane Retail Centre	None
Kingston Road- Bradford Drive	Rationalisation of signage
Kingston Road, Ruxley Lane	Additional greenery and additional bins and benches
Langley Vale	None
Manor Green Road	Rationalisation of existing paving materials
Poole Road, West Ewell	None
Pound Lane	Rationalisation of existing paving materials Additional street furniture
Rosebery Parade, Beggar's Hill	None
Ruxley Lane, Gatley Avenue	None
Stoneleigh Broadway	Introducing more greenery Re- surfacing to the west of the railway line
Spa Drive, The Wells	Increasing the greenery Resurfacing the pavement
Vale Road, Worcester Park	None
Windmill Lane/ East Street	Green landscaping New bin and bench Uniform surface material
Waterloo Road	Improvements to parking areas Increased greenery

APPENDIX 1: Map of Shopping Centres



APPENDIX 2: Pen Portraits of Shopping Centres

This section of the shopping centre study sets out the details of each of the shopping centres in the Borough from data collected through desk- top analysis and site survey work. Each portrait contains a schedule of the units and the use classes present and brief descriptions of the surrounding environment and appearance. Recommendations are then made for each centre.

Shopping Centre: Castle Parade (Ewell By-Pass, Ewell)

Local plan Shopping Centre classification: Local Centre

Number of units: 18

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
16 Castle Parade, Ewell By-Pass	CGS Photographers	A2	Residential
15 Castle Parade, Ewell By-Pass	The Big Clean	A1	Residential
13-14 Castle Parade, Ewell By-Pass	Surrey Lighting Centre	A1	Residential
12 Castle Parade, Ewell By-Pass	China Gardens	A5	Residential
11 Castle Parade, Ewell By- Pass	Castle Express no.11	A1	Residential
10 Castle Parade, Ewell By Pass	El Sol	Sui Generis	Residential
9 Castle Parade, Ewell By-Pass	Superfish	A3 and A5	Residential
8 Castle Parade, Ewell By-Pass	SSL Hire - Surrey Lights and Hire	A1	Residential
6-7 Castle Parade, Ewell By-Pass	The Floor Store	A1	Vacant
5 Castle Parade, Ewell By-pass	Perfect Pizza	A5	Residential
4 Castle Parade, Ewell By-Pass	PES Group - Property Maintenance Refurbishment + Security	A2	Office
3 Castle Parade, Ewell By-Pass	www.hotfixIT.com	A1	Residential
2 Castle Parade, Ewell By-Pass	Star Signs/Identi-Kit	A1	Residential
1 Castle Parade, Ewell By-Pass	Monsoon Bar Indian Dining	A3	Vacant
Etwell Service Station, ewell By-Pass	Etwell Service Station - Shell	Sui Generis & A1	None
Ewell Honda, Ewell By-Pass	Ewell Honda	Sui Generis	Residential
Ewell Service Station, London Road	BP Connect/M&S Simply Food	Sui Generis,	None

		A1, A3	
65 London Road, Ewell	The Organ and Dragon	A4 and A3	Residential/ office

At the time of survey there were no vacant ground floor shop units at Castle Parade. Only 39% of the units were in A1 use, with a variety of other A class and Sui Generis uses complimenting these.

67% of units had residential uses to upper floors, with others having either no upper floor or being in office use. Two units appeared to be vacant on the upper floors.

Summary of use classes:

Use Class	A1	A2	A3	A4 & A3	A3 & A5	A5	Sui Generis	Sui Generis & A1	Sui Generis, A1 & A3
Count	7	2	1	1	1	2	2	1	1
%	39%	11%	5.5%	5.5%	5.5%	11%	11%	5.5%	5.5%

Age and quality of buildings

This brick built parade was constructed in the 1930's at a similar time as the Ewell By-Pass, which it runs alongside. The buildings in the main parade display parapet roofs, with the wall line extending above the roof line. They boast decorative brickwork around the window areas and around the edges of the structure.

The shop frontages vary. Some units are in a good condition, either in a more traditional style displaying decorative corbels on the window frames or professional looking varnished sash windows, or in a more modern style displaying bright eye-catching colours, mostly in a neat and tidy condition. Others are in poorer condition and in need of refurbishment, with over crowded windows with very large signage and advertising dominating the shop front.

Possible additions

The recently refurbished Etwelle Service Station (Shell) is a single storey structure of 1950s-60s origin, with a canopy extending over 6 petrol pumps, plus an air and water pump.

Ewell Honda is a very distinctive 1960s/ 1970s low rise, semi- circular building. It's frontage to the Ewell By-Pass is very well maintained with many aesthetically pleasing signs.

The Organ and Dragon Public House is a large 1930s road house style pub, in a good and well maintained condition. The signage is in a clean and modern format. The Council has identified the Organ and Dragon as a potential housing allocation site in its Housing Site Allocations Consultation Paper (2011). The Council's Planning Policy Sub Committee subsequently identified this site as a preferred housing site allocation.

On the eastern side of the Ewell By-Pass lies a modern BP Service Station that incorporates an M&S convenience store as part of its offer. This service station is

accessed from the London Road. Adjoining the service station is Shurgard domestic self-storage facility; a distinctive modern building.

State of external areas and public realm

The shopping parade is located on the Castle Parade slip road which lies adjacent to the Ewell By-Pass. Some forecourt areas use poor pavement materials, which creates a messy and disjointed look to the area. Whilst the paving surface on the other side of the slip road uses a uniform red brick pattern of paving, running all the way down the parade. This small bit of unity adds harmony to the parade and creates clear, defined boundary.

There is no street furniture to serve the users of the parade. There are no bins, no benches and limited street lighting.

Access, parking and services

The Ewell By-Pass, Kingston Road/London Road serves the area bringing through traffic from Epsom to Ewell and to Kingston. These roads are very busy and see cars travelling at high speeds throughout the day.

The parking for the shops occurs along the slip road, however the spaces are limited.

The shops are serviced either from Castle Parade slip road or via the access area at the back of the parade, which is also used as a garage storage area and some private car parking.

Adjacent land uses constraining operations

The Ewell By-Pass is located in very close proximity to the Castle Parade slip road this has a significant visual impact on its character and appearance, as the cars drive incredibly fast towards the junction of London Road. Thus pedestrians' confidence to use the area could be affected. The areas surrounding the by-pass and the parade are mainly residential with some out of town retail centres (i.e. car showroom). Residential areas, shopping parades and out of town retail uses all add to potential car parking/servicing issues.

Ease of access to main road network

Access is generally good from London Road and the Ewell Bypass.

However access on to the A24 and A240 may be a problem during peak times as congestion problems can occur. During peak times vehicle users may find it problematic to actually enter and leave the Castle Parade Slip road.

Proximity to public transport

Welbeck Close and London Road are the nearest bus stops. However, these are not ideally situated for use by customers travelling to the local centre. It is assumed that most visitors to the parade travel by car or on foot.

Traffic congestion and volume

Fast moving traffic is a concern on this stretch of highway. There is also potential for congestion at the A24 and A240 junction.

Other comments

It is noted that this parade has no active day time recreational uses such as a café.

The Ewell By- pass visually dominates this shopping centre and makes it difficult for pedestrians to cross from one side to another.

Ewell Honda has been identified in the Council's Strategic Housing Land Availability Assessment (SHLAA) as a site with potential for housing (category 4), although this site is currently not being pursued through the Housing Site Allocations consultation. Equally, the Organ and Dragon public house has been identified as preferred housing site allocation site through the on-going site allocation process (see above).

Recommendations

Recommended shopping centre classification: Local Centre

This local centre should be extended to cover The Organ and Dragon public House, the BP Garage, Shurgard self- storage and the Shell garage and Ewell Honda. This would create a much larger centre than defined in the Local Plan. This option could be considered in the site allocations 'other sites' consultation.

With only 39% of the units being in A1 use, a policy to protect the A1 units that remain, and to encourage other units to change back to A1 could be considered. Environmental Improvements to this centre could include introducing new street furniture such as a litter bin and a bench as there is currently none.

Castle Parade, Ewell By - Pass



Shopping Centre: Chase Road

Local plan Shopping Centre classification: Not in Local Plan (was included within town centre)

Number of units: 2

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
1 Chase Road	Sixt: Rent a car	Sui Generis	Possible office/residential
2 Chase Road	Alio's Delicatessen	A1	Residential

Only 2 Units were located at this point. One of the units was in A1 use and one of the units was Sui Generis.

Summary of use classes:

Use Class	A1	Sui Generis
Count	1	1
%	50%	50%

Age and quality of buildings

These appear to date from the 1930s, being distinctive and good quality buildings with recent improvements, such as new wooden framed windows with double glazing.

Uniform shop frontage spanning across the shop units.

The properties have a white pebble dashed plastering finish

State of external areas and public realm

One of the shop forecourts is enclosed with railings with plenty of space outside on the forecourt, however the material used for this area is less desired.

Pavement area is in need of some maintenance i.e. weeds growing in-between pavement slabs.

The area to the right of the property (on the railway bank) is poorly maintained.

Bollards have been put in place to enclose the shop forecourt

The public realm is poor with little room for pedestrians to manoeuvre.

Access, parking and services

Parking occurs directly outside one shop or on a narrow slip road which adjoins Chase Road and Hook Road. When cars park here it creates an overcrowded feeling. Servicing would also occur here or on narrow access next to the shop.

Ease of access to main road network

The shops have easy access to Hook Road and Chase Road. The junction between the two roads lies directly outside the shops.

Proximity to public transport

Bus stop is very close. The shops are also within five- ten minutes walking distance from Epsom Railway Station and the Market Place bus stops.

Traffic congestion and volume

This area is a very busy part of the highway, made even greater by the fact that the junction linking Hook Road and Chase Road lies directly outside the shop.

Busy train line

Recommendations

As there are only two units here it may be difficult to protect these under the NPPF retail centre hierarchy approach. We may be able to consider introducing a local form of protection in a policy to protect single shops. This option could be considered in the Development Management DPD.

Environmental improvements to this centre could include the tidying up and landscaping of the adjacent railway embankment.



Shopping Centre: Chessington Road, Green Lanes

Local plan Shopping Centre classification: Local Centre

Number of units: 16

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
78 Chessington Road	Ballards Newsagents	A1	residential
80 Chessington Road	XLT Car Spares	A1	residential
84 Chessington Road	Premier	A1	Residential
86 Chessington Road	Go Sing	A5	residential
88 Chessington Road	The Circle Pizza	A5	residential
90 Chessington Road	The Class (Possibly Vacant)	A1	residential
92 Chessington Road	Vacant	A1	residential (two flats)
94 Chessington Road	William Hill	A2	residential
96 Chessington Road	Miles Pharmacy	A1	residential
98 Chessington Road	WAXHEAD	A1	residential
100 Chessington Road	West Ewell Chinese take- away	A5	residential
102 Chessington Road	Summer Lays	Sui Generis	residential
104 Chessington Road	Swinton	A2	residential
106 Chessington road	Unit 4,	A1	residential
108 Chessington Road	Ewell Express	A1	residential
108A Chessington Road	Wild Things	A1	residential

At the time of survey there was one vacant ground floor shop unit (and possibly one other) at Chessington Road/ Green Lanes, giving a 12.5% vacancy rate. 63% of the

units were in A1 use, with the remainder being in A2, A5 or Sui Generis uses. All of the units had residential uses to upper floors.

Summary of use classes:

Use Class	A1	A2	A5	Sui Generis
Count	10	2	3	1
%	63%	13%	19%	6%

Age and quality of buildings

This is a 1930s brick built parade unit with some 1950s additions and Tudorbethan features. The shop fronts are of a relatively uniform size, but have varying finishes of brickwork and pebbles dash, and a variety of window materials. The units vary in quality with some being well maintained whilst others are in need of some repairs/care.

State of external areas and public realm

This shopping centre has good, clean, uniform block paving that continues along the stretch of the parade and ends at the residential area. The uniform paving adds clarity to the shopping parade. However, due to its light coloured finish chewing gum is highlighted on the floor.

The street furniture is good but there appears to be a lack of street lighting.

There is a landscaped strip between the access slip road and Chessington Road. This has trees planted on it and is a good asset for the centre, adding greenery and softening the appearance of the parade. This could be enhanced further.

It is worth noting that there is not a uniform window type or size at this centre and there is not a uniform external render finish like some of the parades.

Access, parking and services

Servicing is on the small slip road in front of the shops.

Parking may be seen as a problem in this area (commuters parking in shop spaces) and it is likely to get congested at peak times.

Ease of access to main road network

This parade is located just off of the main road with good access

Proximity to public transport

Short walking distance to bus stops and train station

Traffic congestion and volume

This area may get busy at rush hour; partly due to proximity to the nearby railway station. It is noted that there is a local perception, among residents and shop owners, that commuters using the railway station park their cars in and around the local centre in order to avoid paying parking charges. This may reduce on-street parking capacity for customers using the centre.

Other comments

This is an attractive setting for a parade of shops such as these, and due to the relatively new housing development opposite increasing the population in this area, convenience shopping in this location appears to be essential for the local residents. There is a good mix of uses at this centre offering a diverse range of uses.

Recommendations

Recommended shopping centre classification: Local Centre

No change to the Local Centre boundary is suggested.

Environmental Improvements could include introducing additional street lighting to improve the safety and accessibility of this centre in the evening.

Chessington Road- Green Lanes



Shopping Centre: Chessington Road, Plough Road

Local plan Shopping Centre classification: Local Centre

Number of units: 29

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
222 Chessington Road	Unknown	A1	Residential
224-226 Chessington Road	Hair Today By Sheila	A1	Residential
228 Chessington Road	Rosana Café	A3	residential
230 Chessington Road	Coral Betting shop	A2	Residential
234-236 Chessington Road	Tamarin and Spice	A3	Residential
238 Chessington Road	Tops Pizza	A5	Residential
Between 240 and 242 Chessington Road	Carsons Flooring	B1	Residential
240-242 Chessington Road	Style Hairdresser	A1	Residential
246 Chessington Road	Minora newsagents	A1	Residential
248 Chessington Road	Post Office	A1	Residential
250 Chessington Road	Podiatrists (Chiropodists)	D1	residential
252 Chessington Road	Jackson Noon	A2	Residential
256 Chessington Road	Amici	A3	residential
254 Chessington Road	Tiger PC	A1	residential
167 Chessington Road	Amazing Car Hire Ltd	Sui Generis	unknown-possibly offices
169 Chessington Road	K & P Tyres, Ewell	B2	unsure-possibly residential
171 Chessington Road	Vacant –Formerly Newlands Construction Ltd	A2/ B1	Residential 173a Chessington

			Road)
173 Chessington Road	Vacant- Formerly Unwins Wine Merchants	A1	Residential (recently sold)
175-177 Chessington road	Ewell Window Company	A1	Residential
179 Chessington Road	Ewell Fish Bar & Kebab	A5	residential
181 Chessington Road	Albert's barbershop	A1	residential
220 Chessington Road	Jackson- Scott Associates	B1	Residential
218 Chessington Road	The Fortune House	A5	residential
216 Chessington Road	Vacant	A1	residential
214 Chessington Road	Wash Tub	Sui Generis	residential
212 Chessington road	Ewell Store	A1	residential
210 Chessington Road	Pharmacy	A1	residential
208 Chessington Road	Food Market – Looks Closed	A1	residential
206 Chessington Road	Valray	A1	residential

At the time of survey there was a 10.3% vacancy rate at this shopping centre (3 empty units).

48% of the units were in A1 use with the rest of the units being in a wide range of uses

All units appeared to have residential uses on the upper floors, apart from two units where upper floor use was unclear.

Summary of use classes

Use Class	A1	A2	A3	A2 & B1	A5	Sui Generis	B1	B2	D1
Count	14	2	3	1	3	2	2	1	1
%	48%	7%	10%	3%	10%	7%	7%	3%	3%

Age and quality of buildings

This shopping centre consists of four separate brick built (faced with render) 1930s parades of shop units. These have a mix of flat roofs and pitched roofs with bay windows to upper floors. The shop frontage sizes vary.

222 Chessington Road is a Grade II Listed Building early/mid C19, weatherboard property. The frontage remains in the shape of a shop front, but there is no further evidence of its previous use.

167 and 169 Chessington Road consist of a pair of Edwardian semi-detached residential properties which have been historically converted to retail use at ground floor level. At present the shop frontages are not active although the units are in use.

State of external areas and public realm

The external area has a relatively uniform appearance with neat grey paving slabs running the length of the Parade. It is clean and tidy with neat and well maintained street furniture (litter bins, bus stops).

Some units have attractive canopies and outside seating, whilst others lack character or are more untidy.

Most of the paving is uniform and neat, although the area outside 171 requires maintenance.

Access, parking and services

There are 31 free parking spaces in car park at Richards Field. The local centre fronts onto a busy main road, which has bus stops on both sides with services running to Chessington and Epsom.

Ease of access to main road network

Chessington Road is a main and busy route for Epsom with good links to Chessington/ London Borough of Kingston and Ewell Village.

Proximity to public transport

There are bus stops on either side of the road at this local centre.

Traffic congestion and volume

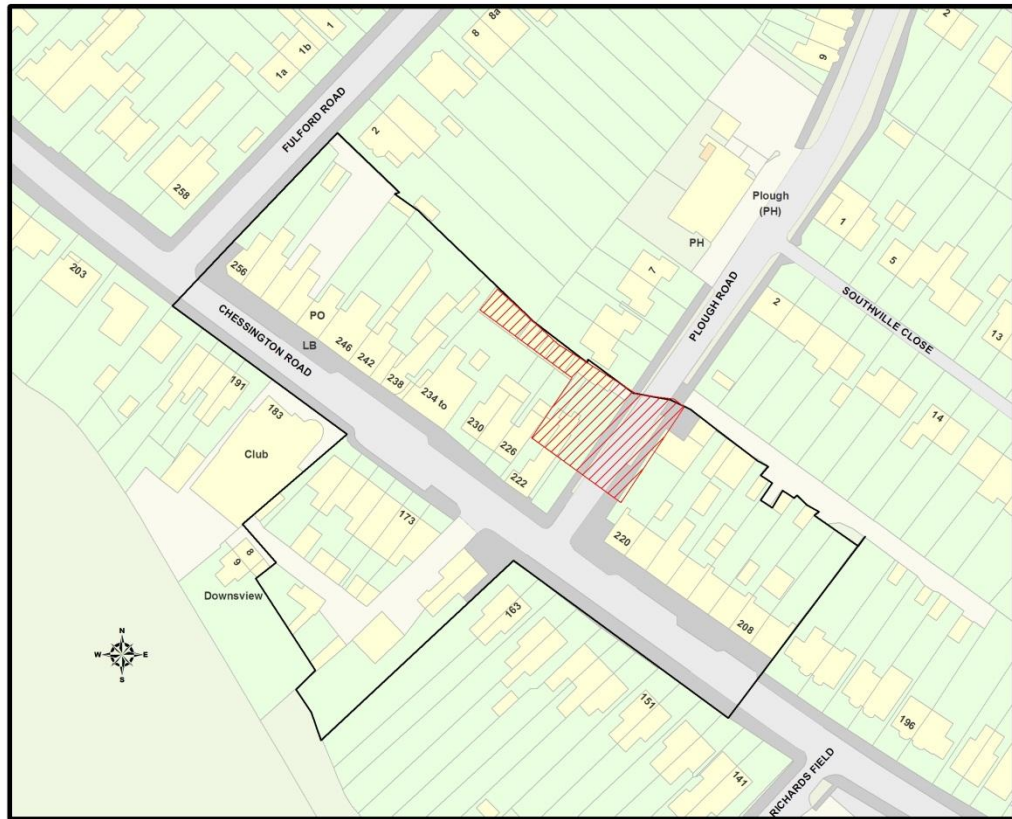
At high peak times (i.e. during school term) the roads and parade area would be extremely busy and congestion would occur.

Recommendations

Recommended shopping centre classification: Local Centre

This local centre boundary could be amended slightly to exclude the residential units at 232 and 222 Chessington Road.

Chessington Road, Plough Road



Shopping Centre: Chessington Road, Ruxley Lane

Local Plan Shopping Centre classification: Shopping Parade

Number of units: 7

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
242 Ruxley Lane	Jet Garage	Sui Generis	None
161 Ruxley Lane	Mane Event	A1	vacant flat
163 Ruxley Lane	Surrey Comet- off license	A1	residential
165 Ruxley Lane	Horton Dental Practice	D1	no separate upper floor use
167 Chessington Road	Your Move	A2	residential
478 Chessington Road	Chutney's	A5	residential
476 Chessington Road	Lucky 5	A5	residential

At the time of survey there were no vacant units at this shopping centre. Only 29% of the units (2) were in A1 use with the rest of the units being in a range of uses. 29% of the units were also in A5 use.

All units appeared to have residential uses on the upper floors, apart from two units where there is no upper floor.

Summary of use classes:

Use Class	A1	A2	A5	Sui Generis	D1
Count	2	1	2	1	1
%	29%	14%	29%	14%	14%

Age and quality of buildings

This shopping centre consists of a 1930s parade which is in a reasonable condition, in need of some external maintenance. It is noted that the shop fronts are a mix of well-maintained modern shop fronts and ageing shop fronts in need of some care.

Possible addition

The Jet Garage site comprises a series of 1970s/ 1980s petrol filling station- type buildings, including a more recent canopy. The site appears clean and tidy and well maintained.

State of external areas and public realm

The street is clean and tidy with neat level pavements. There is a fairly uniform surface treatment throughout although quality/ appearance is relatively low.

The area is very well lit.

Jet Garage

The external area is generally clean and tidy with a uniform appearance. There is some clutter across the forecourt, comprised of normal filling station goods and services - namely, gas bottles, BBQ consumables and jet wash equipment.

Access, parking and services

There are problems with parking here as well as servicing and access. The whole local centre is situated upon the busy junction of Chessington Road/ Ruxley Lane.

There appear to be insufficient parking spaces to serve the two take-away uses causing an inconvenience to surrounding residents and highway safety issues.

Adjacent land uses constraining operations

Parking issues are a possible conflict with the adjoining residential uses

Ease of access to main road network

Access onto the highway network is poor. It is noted that the local centre access road is used as a cut through from Ruxley Lane to Chessington Road.

Proximity to public transport

Good- 20 metres to bus stop

Traffic congestion and volume

The Chessington Road and Ruxley Lane junction becomes congested during peak travel times.

Local residents suggest that the volume of traffic passing through the junction has increased with the completion of the Hospital Cluster housing sites.

Recommendations**Recommended shopping centre classification: Local Centre**

The Jet Garage should be added to this shopping centre as it does incorporate a mini supermarket. If it is not, the centre may be less likely to be regarded as a 'local centre' due to its size.

Chessington Road- Ruxley Lane



Shopping Centre: Ewell Village

Local plan Shopping Centre classification: Secondary Town Centre

Number of units: 88

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
9a Cheam Road	Ewell Chiropractic Health Centre	A2	Butler Associates Architecture & Design
5a Cheam Road	Krinkles	A1	Architecture company
5 Cheam Road	Easy Buy Appliances	A1	Architecture practice
3 Cheam Road	Bourne Beautiful	A1	Possibly residential
1a Cheam Road	The Headshop	A1	Office
1 Cheam Road	Dharsiri	A5	Office
29 High Street (Bank Chambers) , Ewell	Directors Suite Business Centre	B1	offices
25-27 High Street, Ewell	HSBC Bank	A2	Offices
23 High Street	Alexandras Wood Furniture	A1	Residential
21 High Street, Ewell	HCW Ltd, DA Harrus	B1	Residential
19 High Street, Ewell	king William IV	A4	Residential
17 High Street, Ewell	Il Laghetto	A3	Restaurant
15A High Street, Ewell	NEW 2 U Dress Agency	A1	Residential
13 & 15 High Street, Ewell	Residential	C3	Residential
11 High Street (The Well House), Ewell	Southern Fruit Brokers	B1	Residential
9a High Street, Ewell	Ember Travel	A1	Residential
9B High Street, Ewell	Physio Plus	D1	Residential
7 High Street, Ewell	Lemon & Grill	A5	Residential
7B High Street, Ewell	Tiger PC	A1	residential
5 High Street, Ewell	Vacant	D1	Residential
1- 2 Market Parade	Ewell Spring Pharmacy	A1	Office/ residential (?)
Market Parade	Vacant	A3	N/A
Market Parade	Londis and Ewell Post Office	A1	N/A
Market Parade	Bytes Software Services	B1	Office
No 2 High Street	Just Cuts	A1	Offices
No 2 High Street	Malden Electronics	B1	Office
26 High Street	Beauty Gallery	A1	Either residential or Beauty parlour
Adjoining Beauty Parlour & Old Granary	Unknown	Unknown	Residential
28 High Street, Ewell	Barnard Marcus	A2	Office- Classic Home Care Services
30 High Street, Ewell	Ganache tea Rooms	A3	Residential

32 High Street, Ewell	Williams Convenience Store	A1	Residential
34 High Street, Ewell	Prima Services Group	A2/B1	Offices
36 High Street, Ewell	Deli Rossa	A3	Unknown
38 High Street, Ewell	Head Candi	A1	Residential
40 High Street, Ewell	Corteil & Barratt	A1	Residential
42 High Street, Ewell	(Bank House) Occupier Unknown	A2/ B1	Offices
46 High Street, Ewell	1 Stop Data Ltd	A2/B1	Offices
48 High Street	Easton's Sales & Lettings	A2	Office
52 High Street	Paprika Indian Cuisine	A3	Residential
54 High Street	J B Pictures (formerly Jones Brothers Loft Conversions)	A1	Unknown
56-58 High Street	Dragon Den Chinese Restaurant	A3	Office units (3)
60 High Street, Ewell	Vacant – Formerly Carringtons	A1	Residential
62 High Street, Ewell	Oxfam	A1	Residential
64 High Street, Ewell	Barclays Bank	A2	Offices
68 High Street, Ewell	Houton White Optometrists	D1	Residential
70 High Street, Ewell	Dancia International	A1	Office or clinic
72 High Street, Ewell	Safegate Newsagents	A1	Residential
74 High Street, Ewell	Ewell bakery	A1	Residential
78 High Street, Ewell	William Hill	A2	Residential
80-82 Ewell High Street	Vacant	A1	Residential
84 High Street	The Co-Operative Foodstore	A1	Residential
86 High Street	Coral	A2	Residential
88 High Street, Ewell	www.King of cotton.com	A1	Residential
90 High Street	The Home Sweets Home	A1	Residential (90a High Street)
1 Ewell House Parade	Lillifoot	A1	residential
2 Ewell House Parade	Ewell House Pharmacy	A1	residential
4 Ewell House Parade	Auletta's Barbers	A1	Residential
5 Ewell House Parade	Collingwood Sound and Vision	A1	Residential
6 Ewell House Parade	The Ironing Service	A1	Residential
6B Ewell House Parade	Albury Care Shop	A1	Residential
15 Corner House Parade	Fusion (Interior Design)	A1	Residential
11-13 Corner House Parade	Bouquets By Lee Florists (double shop)	A1	Residential

	frontage)		
7-9 Corner House Parade	Kenneth J Eve High Class Butcher & The Larder at Eve's of Ewell	A1	Residential
3-5 Corner House Parade	Pets Choice (double unit)	A1	Residential
1 Corner House Parade	Ash Coffee Boutique (Milroys)	A3	Residential
87 High Street	Riche	A1	Residential
85 High Street	Newskool Tattoo	Current use Sui Generis	Residential
83 High Street	Alan Greenwood and Sons Funeral Directors	A1	Residential
79-81 High Street	The Village Salon	A1	Residential
77 High Street	Tailor Made 4 u	A1	Residential
75 High Street	Vacant- Formerly Pure Girl	A1	Residential
73 High Street	The Barber Shop	A1	Residential
69-71 High Street	The Green Man	A4	N/A
67 High Street	Aroma Espana	A3	Residential
65 High Street	Ewell Village Dry Cleaners	Sui Generis	Residential
63 High Street	Lima Cars Ltd.	Sui Generis	Possibly office
57-61 High Street	Vacant- Formerly Suite Deal Furnishers	A1	Office - solicitors
55 High Street	Greenfield And Co	A1	Possibly used by estate agent
53 High Street	Bradley & Arthur Ltd.	Sui Generis	Office - 3 companies
51 High Street	For Balance - Health & Well Being Centre	A1	Possibly used by shop
49 High Street	Epsom Marble Ltd.	A1	Used by shop
43-47 High Street	Il Capriccio	A3	Restaurant
41 High Street	Gascoigne-Pees	A2	Residential
39 High Street	Finders Keepers	A1	Residential
33A, High Street	Lighter Life	Sui Generis	Offices
33, High Street	Party Affairs	A1	Office
2 Cheam Street	The Star	A4	Public House
4-8 Cheam Road	Housing Development	Sui Generis	N/A

At the time of survey there was a 6.8% vacancy rate with just 6 vacant units in Ewell Village. 55% of the units were in A1 use, with a variety of other A class and Sui Generis uses complimenting these.

60% of units had residential uses to upper floors, with the majority of other upper floors being used as offices.

Summary of use classes:

Use Class	A1	A2	A3	A4	A5	B1	Sui Generis	A2/B1	D1	C3
Count	48	8	9	3	2	5	5	2	3	3
%	56%	9%	10%	3%	2%	6%	6%	2%	3%	3%

Age and quality of buildings

Ewell Village is made up of a variety of buildings, of different ages and quality. The shopping area all lies within the Conservation Area. The Village has a range of shop units including Victorian and Edwardian semi-detached buildings which have been converted from residential, retail parades/ blocks constructed during the 1920s and 1930s; comprised of 1930's Tudorbethan buildings, modern three-storey shopping blocks and parades (dating from 1960s/ 1970s), older historic shop units and more recent redevelopments dating from 1990's onwards.

The Village's shop fronts vary in size and style. The Village is a designated Conservation Area, which places some restrictions on the illumination of the shop signage. There is an adopted Ewell Village Conservation Area Appraisal and Management Plan that covers many of these aspects in detail.

State of external areas and public realm

The external areas in Ewell Village vary across the area. In some parts the immediate frontage of the retail area is physically separated from the public pavement/ footway, providing external dining, drinking and smoking areas. In other parts of the Village Centre the pavement to the front of the units is laid out with uniform block paving and is in relatively good condition. Some areas of the centre have very narrow pathways whilst others are much wider with the shops set back from the road and more uniform in surface treatment. (See Ewell Village Conservation Area Management Plan for more detail)

Access, parking and services

Many units appear to have no dedicated service areas or delivery parking. Others have some on street parking to the front of the properties and some side access for servicing. Public Car Parking is available at Bourne Hall and in the other Council controlled car parks available at Dorset House and High Street, Ewell.

Ease of access to main road network

Ewell Village has relatively good access to the primary road network - most notably the A24, which lies to the east of the centre.

Proximity to public transport

There is a good bus service to Ewell Village from surrounding areas. Ewell West Station is within relatively close walking distance.

Traffic congestion and volume

The road layout of Ewell Village results in congestion during peak periods. Ewell Village is designated as an Air Quality Monitoring Area (AQMA) because of the higher levels of nitrogen dioxide found along parts of the Village. This is in part due to the volume of traffic and the levels of congestion during peak periods. The Village's streetscape is comprised of narrow streets and footways, which are surrounded by higher buildings. This townscape contributes to the problem by

creating a 'canyon-effect' which can trap pollutants at street-level under certain atmospheric conditions. This could have a significant impact upon the attractiveness of the Village as shopping or business destination. The Council and Surrey County Council continue to work in partnership to resolve these air quality issues in the medium-long term.

Other comments

Ewell Village is a large and popular centre. It is seen as the Borough's second retail centre (after Epsom Town Centre) in terms of size and importance.

There are number of recent development proposals that are either refurbishing existing retail floorspace, most notably along Market Parade, or introducing new floorspace; at the former Cheam Road Motors site, which is being redeveloped as a convenience foodstore with residential uses above.

There is a large out of centre DIY store (Homebase) located within walking distance of the Village to the southeast, along the Ewell By-pass. There is also a large Esso filling station with convenience store (Tesco) adjacent to the DIY store. It is well used and appears to provide convenience shopping for students from the nearby NESCOL college located on the Reigate Road.

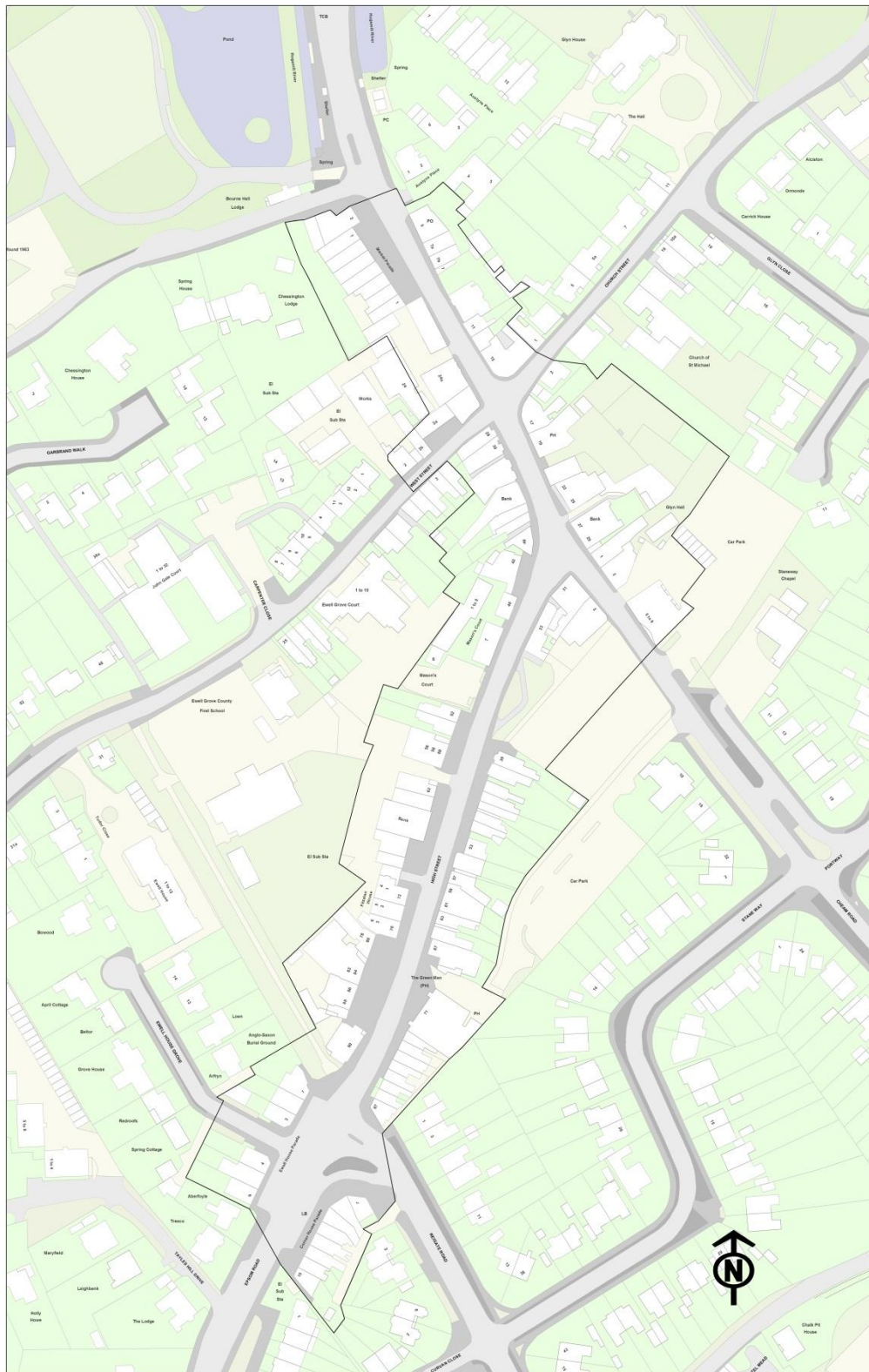
Any recommendations

There are no recommendations to change the boundaries of Ewell Village.

Environmental Improvements have been recommended in the Ewell Village Conservation Area Appraisal and Management Plan.

Recommended shopping centre classification: District Centre

Ewell Village



Shopping Centre name: Gatley Avenue

Local plan Shopping Centre classification: Shopping Parade

Number of units: 4

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
164 Ruxley lane	The Kingfisher (public house)	A4	Residential
166- 170 Ruxley Lane	McColls	A1	Residential (two floors)
172 Ruxley Lane	Ruxley café and Restaurant	A3	residential (two floors)
174 Ruxley Lane	The Hair Shop	A1	residential (two floors)

There are only 4 units located at Gatley Avenue where there are no vacant units. 50% of Units were in A1 use, with the remainder being A3 and A4. All of the units had residential uses to upper floors

Summary of use classes:

Use Class	A1	A3	A4
Count	2	1	1
%	50%	25%	25%

Age and quality of buildings

This is a typical three storey 1950's small shopping parade and a detached public house. The parade consists of three shops, with McColl's newsagents dominating the parade (three units wide). The building has wall hung tiles to the second floor and a mansard style roofline.

The public house (The Kingfisher) is a detached 1930s style building with a relatively large area of hard standing to the front. The building is in a good state of repair but the outside areas could be made more attractive. There is a recent development proposal seeking to increase the scale of residential accommodation located on the upper floors of the public house.

State of external areas and public realm

The area is generally neat and tidy. The flooring is all tarmac and uniform, although not of the highest quality.

There are two brick-built raised flower beds in front of the parade of shops, in the pedestrian area. These contain shrubs and trees and are a positive addition to an otherwise very car orientated centre.

There are green bollards strategically placed along the edge of the pavement to stop people from mounting the kerb when looking for parking spaces and also as a

pedestrian safety barrier to the relatively busy roads.

The parking area to the front of the pub is surfaced with concrete with a few benches. At the time of the site visit this was quite tatty with a lot of rubbish scattered throughout the site. There is a relatively new looking fence erected around the periphery. There is a grassed pub garden in a similar state. The pub is separated from the parade of shops by Gatley Avenue although still appears to be part of this centre.

Access, parking and services

The parade has a cash point, post box, 2x litter bins, bench, Borough notice board and a recycling point adjacent to it.

There is an access/ service round in front of the pub which is very busy with cars parked on both sides of the road and people coming and going constantly, and queuing to get a space. There are approximately 10 spaces in the access road with additional space for five cars to the side on Gatley Avenue (on street parking).

There is only one designated disabled parking space.

There are two cycle stands located just in front of the shops (not in use by anyone during visit). There is a school crossing point directly in front of the parade.

The pub has its own parking on site to the front

Ease of access to main road network

Good access onto Ruxley Lane

Proximity to public transport

There is a bus stop opposite the centre

Traffic congestion and volume

The area is very busy and very traffic dominated. Congestion is inevitable at peak times.

Other comments

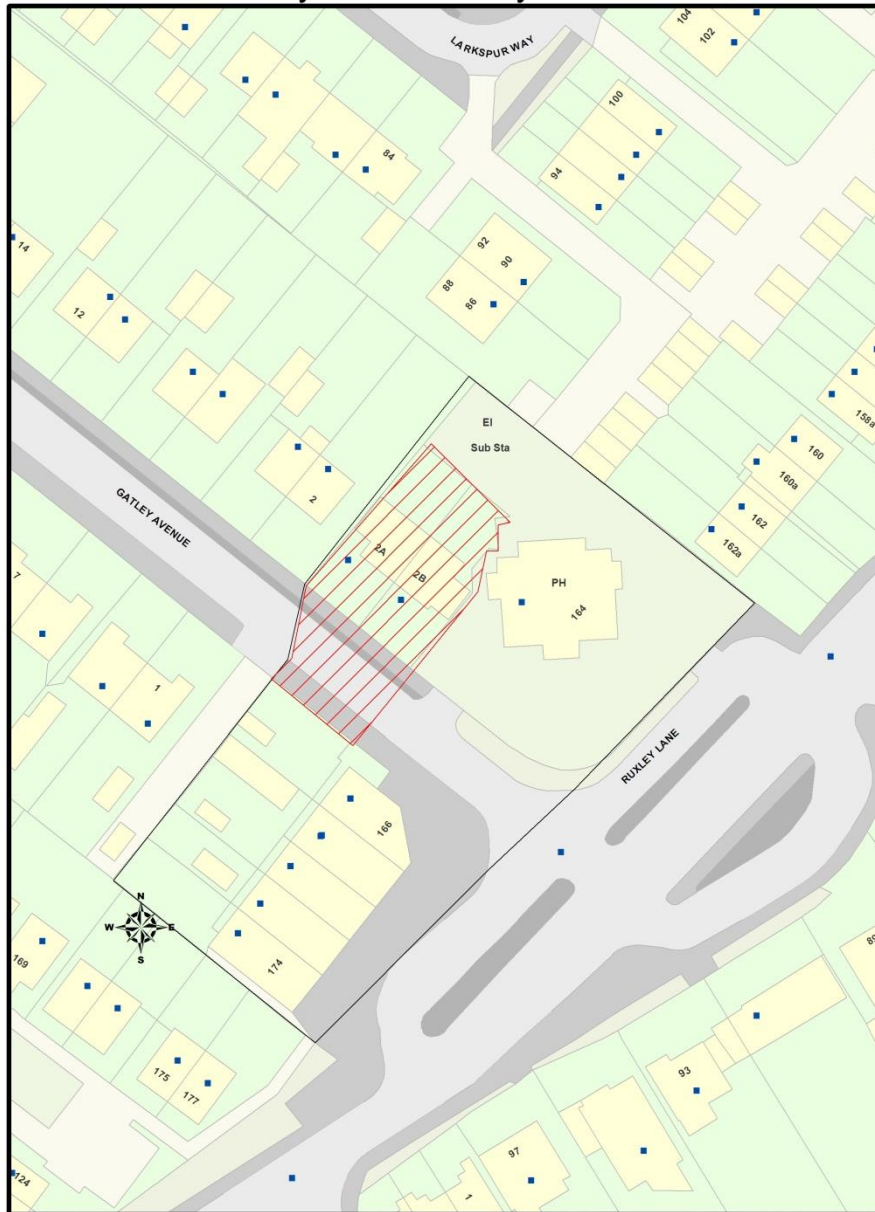
This shopping centre appears to be well used, particularly the 'McColls' which seems to be a great asset to the area. This should be protected.

Recommendations

Recommended shopping centre classification: Local Centre

There are two residential properties that are currently included in the Local centre, that should be removed (2a and 2b Gatley Avenue).

Ruxley Lane- Gatley Avenue



Shopping Centre name: Hollymoor Lane

Local plan Shopping Centre classification: Shopping Parade

Number of units: 6

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
101 Hollymoor Lane	Vacant		
103-105 Hollymoor Lane	Epsom Stores	A1	Vacant (previously residential)
107 Hollymoor Lane	Vacant		
109 Hollymoor Lane	Vacant		
111 Hollymoor Lane	Vacant		

Within this local centre only the convenience store is in active use; spread over two of the six units within the centre. The remaining four units are vacant, shuttered and secure. The vacant units show signs of dereliction. All of the local centre's residential units are vacant and securely boarded with some minor graffiti and tagging.

This shopping centre (101-111 Hollymoor Lane) has an expired planning permission which included the site to the immediate south of the shopping centre where the Sefton Arms (Public House) has been demolished. This was for:

(07/00893/FUL) Erection of 10 No. terraced houses (5 No. 3 bed and 5 No. 4 bed); 5 No. retail units including 1 No. A3 unit with 5 No. 1 bed flats and 5 No. 2 bed maisonettes over and a building to contain a doctors surgery with two floors of flats over comprising 4 No 1 bed units and 4 No. 2 bed units.

The Council has set up a 'Hollymoor Lane Working Group' to draw up a development plan for the site and to seek developer interest (Housing Association). It is therefore anticipated that the vacant units will not be filled until this centre is redeveloped. The group have agreed in principle to seek 26 residential units, a new (replacement) retail unit (A1), a GP surgery and a pharmacy.

Age and quality of buildings

The two units form part of a purpose built 1970s local centre. This Comprises of shop units to the ground floor and two additional storeys for residential use above.

State of external areas and public realm

The external area is noted as being mostly clean and tidy. The area is surrounded by grassed informal public open space.

Access, parking and services

Access onto the shopping parade is good. It is located off a residential street with its own dedicated off-street parking provision (about 18 spaces). There is service access to the rear of the shopping parade block.

Adjacent land uses constraining operations

The local centre is located within a predominantly residential housing estate. The site neighbours four vacant shop units. The Longmead Community Centre and a secondary school are located to the south of the site. The local centre is partially bounded by grassed informal open space.

Ease of access to main road network

The local centre has good access to the surrounding road network. Longmead Road can be easily accessed via Sefton Road.

Proximity to public transport

The local centre includes a bus stop.

Traffic congestion and volume

The local centre is in close proximity to a major residential area and a number of community and employment uses (on the Longmead Trading Estate). This centre is not located on a main road like many others are, although it is a busy residential area. During the site visit, the store appeared to be very well patronised. Traffic volumes for the surrounding residential area were light.

Other comments

Despite the Shopping parade showing signs of dereliction, it is noted that the area is generally clean, tidy and relatively well maintained. Epsom Stores is in active use, with up to 15 customers noted during the site visit. The area is not overly threatening.

Recommendations

Recommended shopping centre classification: Not large enough to be a Local Centre. We may be able to consider introducing a local form of protection for any replacement shops. This option could be considered in the Development Management and/or Site Allocations DPD.

It is recommended that the centre boundary be re-drawn to include the whole development site (depending on the form that this takes). This may include a Doctors Surgery or Pharmacy as well as the replacement retail unit (with residential above).

Environmental Improvements could include additional greening and introduction of more street trees/ vegetation.

Hollymoor Lane



Shopping Centre name: Horton Local Centre, Pelman Way,

Local plan Shopping Centre classification: N/A

Number of units: 7

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
Unit 1	Tesco Express	A1	Residential
Unit 2	Vacant		Residential
Unit 3	Vacant		Residential
Unit 4	Vacant		Residential
Unit 5	Barnardos	A1	Residential
Unit 6	Vacant		Residential
Unit 7	Vacant		Residential

Within this new local centre Unit 1 is occupied by a Tesco Express and Unit 5 by Barnardos Charity Shop. The remaining five units are currently shell ready awaiting occupational fit out and meanwhile are shuttered and secure. It is understood from contact with the centre's commercial letting agents that there is active interest in 4 of the other units so it is hoped that the centre's vacancy rate will shortly significantly reduce.

The shopping centre was designated as a local community resource as part of the planning consent for the Livingstone Park residential redevelopment (95/0160) which made provision for 1000 sq m of retail of which 500 sq m has to be used for food retail store purposes with the remaining 500 sq m being used for A1, A2, A3, A5 or D1

Age and quality of buildings

The 7 units form part of a modern purpose built local centre completed in 2009. This comprises of shop units to the ground floor and mainly two additional storeys for residential use above.

State of external areas and public realm

The external area is newly laid out with block paving and landscaping within an open courtyard layout.

Access, parking and services

Access onto the shopping parade is good. It is located off a shared residential/commercial access street with its own dedicated off-street parking provision (about 38 spaces).

Adjacent land uses constraining operations

The local centre is located at the north western corner of the Livingstone Park residential housing estate. It is bounded on the northern and western elevations by Chantilly Way and Horton Lane respectively. To the south and east are residential flats and houses.

Ease of access to main road network

The local centre has good access to the surrounding road network. Pelman Way accesses directly onto Chantilly Way which in turn links on to either Horton Lane 100 metres to the west or to Hook Road some 800 metres to the east.

Proximity to public transport

The local centre is served by the E9 or E5 bus service from Epsom town centre.

Traffic congestion and volume

The local centre is set within a major residential area which is well served by Horton Lane and the new Chantilly Way. There is no problem with traffic congestion in this location.

Other comments

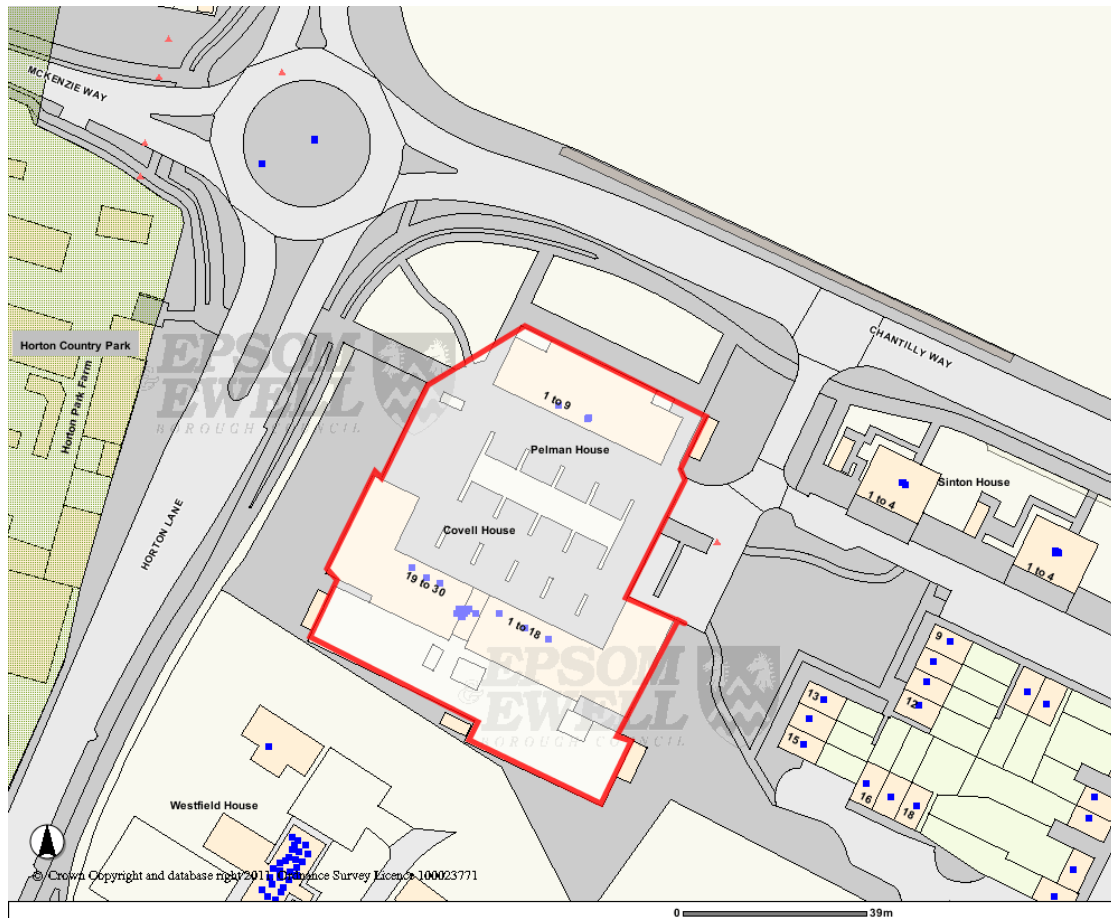
The local centre after a period of over a year when none of the units were let after completion of the development appears to be starting to fulfil its intended role as a valuable community resource.

Recommendations

Recommended shopping centre classification: Local Centre

The centre boundary is clearly defined as including the 2 facing blocks of shop units together with the parking/servicing courtyard between them.

Horton Local Centre



Shopping Centre name: Kiln Lane Retail Area

Local plan Shopping Centre classification: Kiln Lane Retail Area

Number of units: 4

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
The Peel Centre, Kiln Lane, Epsom	Sainsbury's	A1	None
The Peel Centre, Kiln Lane, Epsom	Starbucks	A3	None
Kiln Lane, Epsom	Wickes	A1	None
Kiln Lane, Epsom	Sainsbury's Petrol Station	Sui Generis	none - overhead canopy
Kiln Lane, Epsom	Halfords	A1	none

At the time of the survey, there were no vacant units at Kiln Lane Retail Centre. The retail centre contained four units, where 60% of the units were in A1 use (Wickes and Halfords), with A3 and Sui Generis uses complementing these.

Summary of use classes:

Use Class	A1	A3	Sui Generis
Count	3	1	1
%	60%	20%	20%

Age and quality of buildings

Sainsbury's

The building is a typical 1980s/ 1990s single storey out of centre food superstore with associated customer car parking facilities. The building appears well built and maintained. It is brick clad, with minimal glazing (to the entrance) and little in the way of natural lighting. There is an external customer entrance canopy, which links through the dedicated disabled parking to the immediate front of the store. There is a current proposal to increase the overall number of parking spaces serving the superstore, through the development of a new two storey decked car park fronting the building.

Wickes

The building is a 1980s/ 1990s retail park warehouse building, which is currently under renovation. The building has a single public entrance to the front, which includes the only fenestration/ glazing. The exterior of the building is brick clad and has a pitched roof. The building is generally in good condition.

Sainsbury's Petrol Station

The building is a typical 1980s/ 1990s petrol filling station, located within close proximity to a single storey out of centre food superstore with associated customer car parking facilities.

The building appears well built and maintained. It is brick clad, glazing (to the entrance).

The shop signage is located on the side of the overhead canopy and on boarding above the shops window. The canopy has powerful lights underneath which add extra visibility to petrol pumps on the forecourt. The forecourt is typical of a modern filling station, containing associated parking bays with petrol pumps.

Halfords

The building is a typical 1980s/ 1990s single storey- out of centre store with associated customer car parking facilities. The building appears well built and maintained. It is brick clad, with minimal glazing (to the entrance) and little in the way of natural lighting. The entrance to the store is wide and tall shows great invitation into entering the store.

There is an external customer entrance canopy, which links through the dedicated disabled parking to the immediate front of the store, and also links through to the other stores in the huge retail block.

State of external areas and public realm

Sainsbury's

The external areas are built to a good quality and appear to be well maintained. Materials and streetscape furniture are to a uniform pattern. The external areas include dedicated customer parking, parking provision for the disabled and customers with young children. The parking bays and road areas are clearly marked. Pedestrian footways are also clearly identified. Street furniture includes pedestrian safety bollards, waste bins, advertisement boards, seating, covered trolley parks and comprehensive community waste recycling facilities. The recent proposal to increase the number of parking spaces (through the delivery of a new decked car park) will result in the loss of the street furniture (benches) and tree cover across the site.

Wickes

The external areas immediately adjoining the building are currently in use as material storage, construction administration (portakabins) and construction equipment storage - all associated with the current renovation works.

The external areas are built to a good quality and appear to be well maintained. Materials and streetscape furniture are to a uniform pattern. The external areas include dedicated customer parking, parking provision for the disabled and customers with young children. The parking bays and road areas are clearly marked. Pedestrian footways are also clearly identified. Street furniture includes pedestrian safety bollards, waste bins, advertisement boards, seating and customer trolley parks.

Sainsbury's Petrol Station

The external areas are built to a good quality and appear to be well maintained. Materials and streetscape furniture are to a uniform pattern.

The parking bays and road areas are clearly marked. Pedestrian footways are also clearly identified. Street furniture includes pedestrian safety bollards, waste bins, advertisement boards, seating, covered trolley parks and comprehensive community waste recycling facilities.

The forecourt paving is also uniform style spanning from entrance to exit. The entrance is located on one side, of the forecourt, whilst the exit on the other.

Halfords

The external areas are built to a good quality and appear to be well maintained. Materials and streetscape furniture are to a uniform pattern. The external areas include dedicated customer parking, parking provision for the disabled and customers with young children. The parking bays and road areas are clearly marked. Pedestrian footways are also clearly identified. Street furniture includes pedestrian safety bollards, waste bins, advertisement boards, seating, covered trolley parks and comprehensive community waste recycling facilities.

Access, parking and services

The stores are accessed from the main access point, which is adjacent to the petrol filling station. At present there are about 721 parking spaces available across the entire retail centre. If implemented, the current proposal for a two storey decked car park fronting the superstore will increase provision to around 900+ spaces. Internal circulation is well signposted, with clear road markings. The road surface includes speed reduction humps and changes in surface materials to aid drivers in accessing and exiting the site. Service vehicles have good access to the side and rear of the superstore building.

Adjacent land uses constraining operations

To the east of the site, separated by a pedestrian footpath, is a residential area and secondary school. To the north are employment uses. There is potential conflict between the superstore use and residential uses - particularly in relation to late night/ early morning deliveries and from general customer traffic impacts.

Customer traffic volumes are high, especially so during peak shopping/ travel times. This can cause conflict with access to the adjoining employment uses. There are additional traffic congestion issues at the East Street/ Kiln Lane junction.

Ease of access to main road network

Customer access is generally good; from East Street and the Ewell Bypass. There are instances of congestion within the superstore car park during peak shopping times. Access to service facilities at the side and rear of the building is generally good.

Proximity to public transport

There is a dedicated bus stop serving the retail centre, located at the southern end of the wider site. There are clearly marked pedestrian footways linking the retail provision to the bus stop.

Traffic congestion and volume

There is potential for congestion within the retail centre's car park during peak shopping times. There is also potential for congestion at the East Street/ Kiln Lane junction - through which all traffic has to exit.

Other comments

The buildings are orientated towards the customer car park, rather than facing onto a street/ road frontage. This arrangement doesn't encourage sustainable transport choices. Equally, the site is dislocated from the wider customer catchment, making car based trips inevitable. The proposal to increase the number of (free) parking spaces across the site will exacerbate this position, with a potential to have a negative impact upon the economic vitality and viability of Epsom Town Centre.

There is some tree planting across the site, forming part of the car park layout. More could be made of the on-site tree planting, particularly to encourage biodiversity interest - this is a big site and the car park is sterile. The proposals for a new car parking deck will result in the loss of on-site tree cover and an increase in impermeable surface area. This may adversely contribute to future surface water flood risk.

Recommendations

Recommended shopping centre classification: Out-of-centre shopping area

Although this area is included in the list of shopping centres within the Local Plan, it is not marked on the proposal map. It is recommended that this site be included within the Site Allocations DPD in order to both recognise the retail status of this area and to provide appropriate planning guidelines for the future sustainable development of this area.

Kiln Lane



Shopping Centre name: Kingston Road/ Bradford Drive

Local plan Shopping Centre classification: Secondary Town Centre

Number of units: 45

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
215 Kingston Road	Lifelong	A1	Residential
213 Kingston Road	Fortune Cookie	A5	Residential
209-211 Kingston Road	Norden Bathroom	A1	Residential
207 Kingston Road	Thailand Restaurant	A3	Residential
205 Kingston Road	Unparalleled hair	A1	Residential
203 Kingston Road	Ramon barber	A1	Residential
199-201 Kingston Road	(Inter Tiles and Interiors	A1	Residential
197 Kingston Road	International Tiles/ The Inter Tile Store	A1	Residential
195 Kingston Road	Golden Garden	A5	Office
193 Kingston Road	Legend Kebab Centre	A5	Office
191 Kingston Road	Ewell Professional Cleaners	A1	Chiropodist
189 Kingston Road	Ladbrokes	A2	Residential
189 Kingston Road	Allsort's Alan's House Clearance	A1	Residential
187 Kingston Road	Vacant	A1	Residential
185 Kingston Road	FCA Computers	A1	Residential
183 Kingston Road	Royal Enterprise	A1	Residential
181 Kingston Road	Surrey Palace	A3	Residential
179 Kingston Road	Post Office	A1	Residential
177 Kingston Road	The Parade Dental Practice	D1	Residential
175 Kingston Road	Ewell Orthodontists	D1	Residential
172b Kingston Road	Red Electrical Services	B1	Residential
172a Kingston Road	DCATS Accountants	A2	Residential
174 Kingston Road	Harold Bell & Co	A2	residential
2-4 Stoneleigh Park Road	Don Caujote	D1	
6 Stoneleigh Park Road	All Four Seasons	A1	Residential
8 Stoneleigh Park Road	Apex Car Hire	Sui Generis	Residential
10 Stoneleigh Park Road	Crimps	A1	Residential
12 Stoneleigh Park Road	JW Mr Kenzie Bookseller (Cricket Books)	A1	Vacant
14 Stoneleigh Park Road	Best-one off license	A1	Residential
7 Stoneleigh Park Road	Jo's House Clearance	A1	Residential

5 Stoneleigh Park Road	Vacant	D1	Residential
3 Stoneleigh Park Road	The Gallery	A1	Residential (vacant)
1 Stoneleigh Park Road	The Beauty Lounge	Sui Generis	Residential
176 Kingston Road	Tineo Designs Kitchens	A1	Residential
178 Kingston Road	Vacant	A1	Residential
180 Kingston Road	Abbotsbury Carpets and Flooring	A1	Residential
182 Kingston Road	Grandpa's Pizzeria	A3	Residential
184 Kingston Road	Pizza GoGo	A3	residential
186 Kingston Road	Surrey Hire and Sales	A1	Residential
188 Kingston Road	Panacea Plumbing & Heating and DJs Café (& take away)	A1	residential
190 Kingston Road	New and Used Furniture	A1	Residential
194 to 192 Kingston Road	Mick Charles Models	A1	Residential
196 Kingston Road	Topo Gigio	A3	Residential
198 to 202 Kingston Road	Spring Electrical	A1	Residential
204 Kingston Road	Mingos Fish Bar	A5	Residential

At the time of survey there was a 6.6% vacancy rate with 3 vacant units in the centre. 58% of the units were in A1 use, with a variety of other A class and Sui Generis uses (and D1) complementing these.

89% of units had residential uses to upper floors, with the others being either office or vacant.

Summary of use classes:

Use Class	A1	A2	A3	A5	Sui Generis	B1	D1
Count	26	3	5	4	2	1	4
%	58%	7%	11%	9%	4%	2%	9%

Age and quality of buildings

This centre consists of two storey 1930s red brick parades of properties on the northern side and two storey (with some loft conversions) Tudorbethan style parades on the southern side of Kingston Road. The upper floors are mainly residential and in a mostly neat and tidy appearance.

The units vary in size and appearance, and there is no uniformity at a ground floor level.

State of external areas and public realm

There are generally wide pavements to the front of the shop units, mostly paved in tarmac with a number of patch repairs. There are litter bins and numerous road signs (potential for rationalisation). Pedestrian barriers separate the slip roads from the main Kingston Road. Large Council maintained planted flower beds near one end of the parade (at Stoneleigh Park Road junction), which adds valuable colour and greenery considering the rest of the stretch has very limited biodiversity.

Access, parking and services

Short term car parking is available (2 hours max) along the one way slip road. This appeared to be well used. There is an additional area of parking (about 50 spaces) and garages (about 10 units) to the rear of the parade, which was relatively empty. It is assumed this is a private car park, although there were no clear signs to indicate this.

There is one main Pelican crossing point for pedestrians.

Adjacent land uses constraining operations

These parades are purpose built and some parts adjoin residential buildings. Other parts of the local centre are across the busy Kingston Road and quieter Stoneleigh Park Road.

Ease of access to main road network

Good. The Local Centre is dissected by the busy Kingston Road and smaller side roads.

Proximity to public transport

There are two main bus stops in the centre (in either direction), which appear to be well used.

Traffic congestion and volume

The Kingston Road is very busy and the traffic noise and fumes are detrimental. However, the shop units are separated from the main road by the slip road, which reduces the impact.

Recommendations

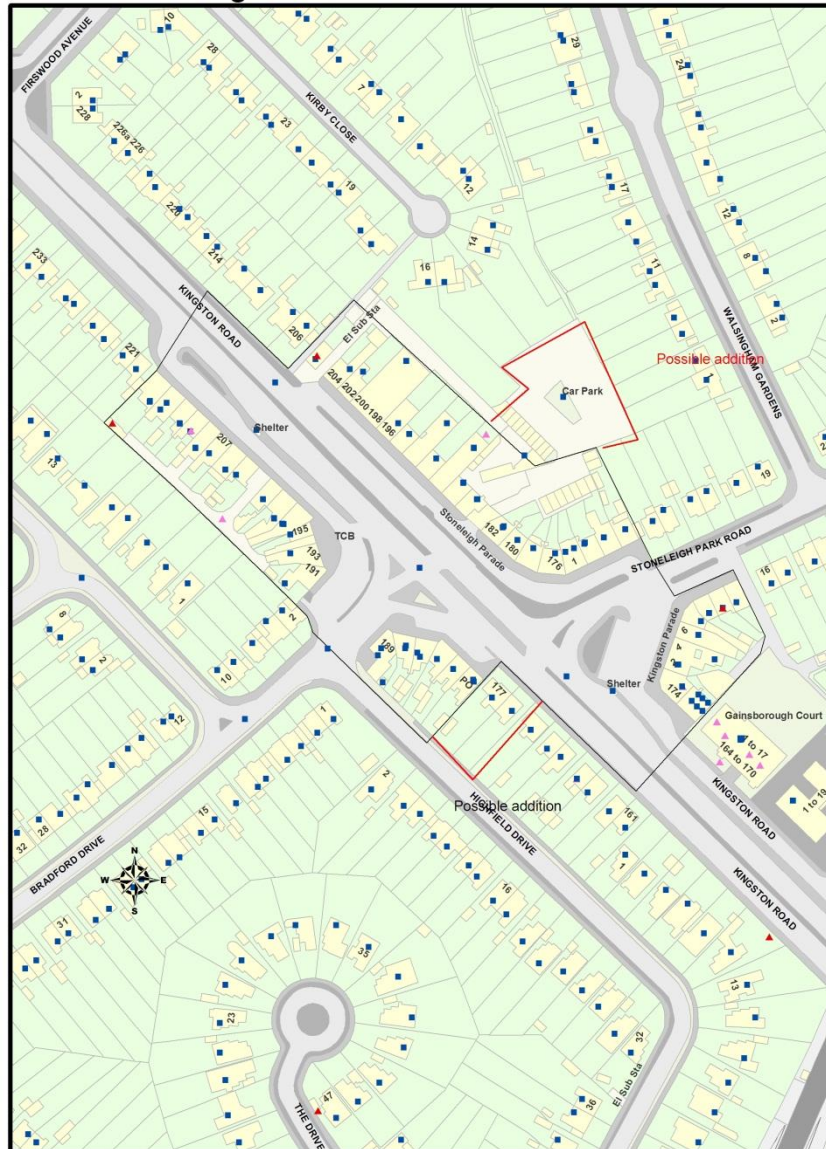
Recommended shopping centre classification: Local Centre

Although this centre has been classified as a 'secondary town centre' in the Local Plan, it is inappropriate for classification as a 'District Centre' as there are no public facilities such as a library and no supermarket or superstore.

There are two units (175-177 Kingston Road) that are being used as a dental practice and orthodontics. Although these are obviously converted residential dwellings it is recommended that these units be included in this local centre. The car park to the rear of Stoneleigh parade could also be included.

Environmental improvements could include the rationalisation of the redundant signage at the centre.

Kingston Road- Bradford Drive



Shopping Centre name: Kingston Road- Ruxley Lane

Local plan Shopping Centre classification: Secondary Town Centre

Number of units: 42

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
395 Kingston Road	First Class	A1	Residential
397 Kingston Road	Sri Garesh	A5	Residential
399 Kingston Road	China Kitchen - Take Away	A5	Residential
401 Kingston Road	MCC Carpets	A1	Residential
403 Kingston Road	Curry Master	A5	Residential
405 Kingston Road	Vacant	A1	Residential
407 Kingston Road	Instep flooring and carpets	A1	Residential
409 Kingston Road	Ewell Express Cleaning	A1	Residential
411 Kingston Road	Vacant	A1	Residential
413 to 415 Kingston Road	Vacant	A1	Residential
417 Kingston Road	Hung Fung (Chinese takeaway)	A5	Residential
419 Kingston Road	Mr Bs Kitchen	A3	Residential
421 Kingston Road	Ruxley Auto Center	Sui Generis	Residential
423 Kingston Road	K1 Barbers	A1	Residential
425 Kingston Road	Alan Greenwood & Sons	A1	Residential
427 Kingston Road/ 1 Ruxley Lane	Londis	A1	Residential
3 Ruxley lane	Louise James Health & Beauty	Sui Generis	Residential
12 Ruxley lane	News shop	A1	Residential
8-10 Ruxley Lane	conservatory. Blinds and Awnings	A1	Residential
6 Ruxley lane	Headway	A1	Residential
4 Ruxley lane	Vacant	A1	Residential
2 Ruxley Lane	Ruxley pharmacy	A1	Residential
Unit 1 429 Kingston Road	Sew-works	A1	Residential
Unit 2 429 Kingston Road	Vacant	A1	Residential
431 Kingston Road	Coral	A2	Residential
433 Kingston Road	Clifford Partitioning Ltd	B1	Residential
437-443 Kingston Road	Lewis- Dick Solicitors	A2	Residential
445 Kingston Road	ARK Veterinary Centre	D1	Residential
447 Kingston Road	Hot Spot café	A3	residential
449 Kingston Road	Post office- Stationary Shop	A1	Residential
451 Kingston Road	Fuller Heating	A1	Residential

453 Kingston road	Vacant	D1	Residential
455 Kingston Road	Highway Equip Supplies/ Sign & Graphic solutions (half and half) – Vacant	A1	Residential
368 Kingston Road	DST Chinese Medical Centre	D1	Residential
366 Kingston Road	One Stop Sunbeds / Beauty Top to Toe	A1	Residential
364 Kingston Road	Bay Leaves	A3	Residential (for sale)
362 Kingston Road	Light Innovation Ltd	A1	Residential
360 Kingston Road	Masquerade	A1	Office and residential
358 Kingston Road	Nikko Electronics	A1	Office
356 to 350 Kingston Road	Open House Interiors	A1	Residential
332 Kingston Road	Co-op	A1	Finch's of Ewell Removal Contractors & residential
330 Kingston Road	Alleppey	A3	Residential
330 Kingston Road	Appletons	A2	Residential

At the time of survey there was a 16.2% vacancy rate with 7 vacant units in the centre. 60% of the units were in A1 use, with a variety of other A class and Sui Generis uses (and D1) complementing these.

Only one unit (2%) did not have a residential use to the upper floors and was being used for office purposes.

Summary of use classes:

Use Class	A1	A2	A3	A5	Sui Generis	D1	B1
Count	26	3	4	4	2	3	1
%	60%	7%	9%	9%	5%	7%	2%

Age and quality of buildings

This centre consists of a cluster of small shopping parades in different architectural styles. To the south side of Kingston Road (Ruxley Lane side) there are two parades that are assumed to have been built in the 1930s consisting of two storey brick built buildings; these being laid out symmetrically. This style extends onto Ruxley Lane where a possibly slightly later addition curves around the street corner. These units have dormers on the roof adding an additional residential storey. The unit fronts are mostly neat and tidy with some refurbishment required to upper floor facades.

On the opposite side of Ruxley Lane, and curving round to Kingston Road, the buildings are of a Tudorbethan style, with slightly smaller shop fronts. These are two storey buildings with dormers in the roof forming an additional (residential) storey. On the corner there is a new three storey residential development in a mock Tudor/modern style with permission for A1 or A2 use at the ground floor. At the time of the site visit these ground floor units were vacant and unfinished.

To the northern side of Kingston Road there is a newer parade of shops (approximately 1960s). This is a purpose built parade of yellow brick, in good condition. Most units here are well maintained.

There is an extant permission for a new Aldi foodstore on land at 383- 393 Kingston Road. The site has been cleared in anticipation of construction.

State of external areas and public realm

This centre has wide pathways (approx. 2.5 -3 metres). The pathway surfaces comprise of either block-paving, gravel and concrete or tarmac, and are mostly in good condition. There are some large cracks in the pathway

No waste disposal bins on shop front. No benches.

There is a line of grass and trees (some more mature than others) lining the slip road on the northern side, softening the appearance of the area. There is no greenery at some stretches of the parade. It is noted that there are also some non-native/ tropical trees at the Ruxley Lane junction.

Access, parking and services

Some car parking is available on the slip roads in front of the shop units. Parking is frequently full, with restriction of up to 2 hours.

Access to the rear of the parades is also provided via a slip road.

Good accessibility from residential areas, wide pathways. However problem occurs when trying to cross from opposite side of the road, because Kingston Road serves to separate the two halves of the local centre. Although there is a pedestrian crossing, it is located about 10 metres away and at the time of the site visit this was out of action.

No cycle storage facilities.

Adjacent land uses constraining operations

The centre is adjacent to residential areas (sheltered housing on Kingston Road and general housing down Timbercroft Road). The parades are separated by a busy dual carriageway, the Kingston Road.

Ease of access to main road network

The local centre is located on a busy dual carriageway leading from Epsom towards Kingston. Access from the dual carriageway is provided via a one way slip road. The local centre is centred around the light controlled junction between Kingston Road and Ruxley Lane.

Proximity to public transport

Bus stops are located on opposite sides of the road and further down Kingston Road. These are served by bus routes 406,668 and 868. Access from bus stop to the Local Centre requires crossing a busy dual carriage way. Pedestrian crossings are provided.

No nearby train station.

Traffic congestion and volume

There is a considerable volume of traffic which passes along the dual carriageway. However, this is buffered slightly by the slip road, which was well used for parking.

Other comments

This is a large well- used centre that appears to serve an important function for the local (and passing) residents.

Recommendations

Recommended shopping centre classification: Local Centre

Although this centre has been classified as a 'secondary town centre' in the Local Plan, it is unsuitable for classification as a 'District Centre' as there are no public facilities such as a library and no supermarket apart from a very small Londis, or superstore.

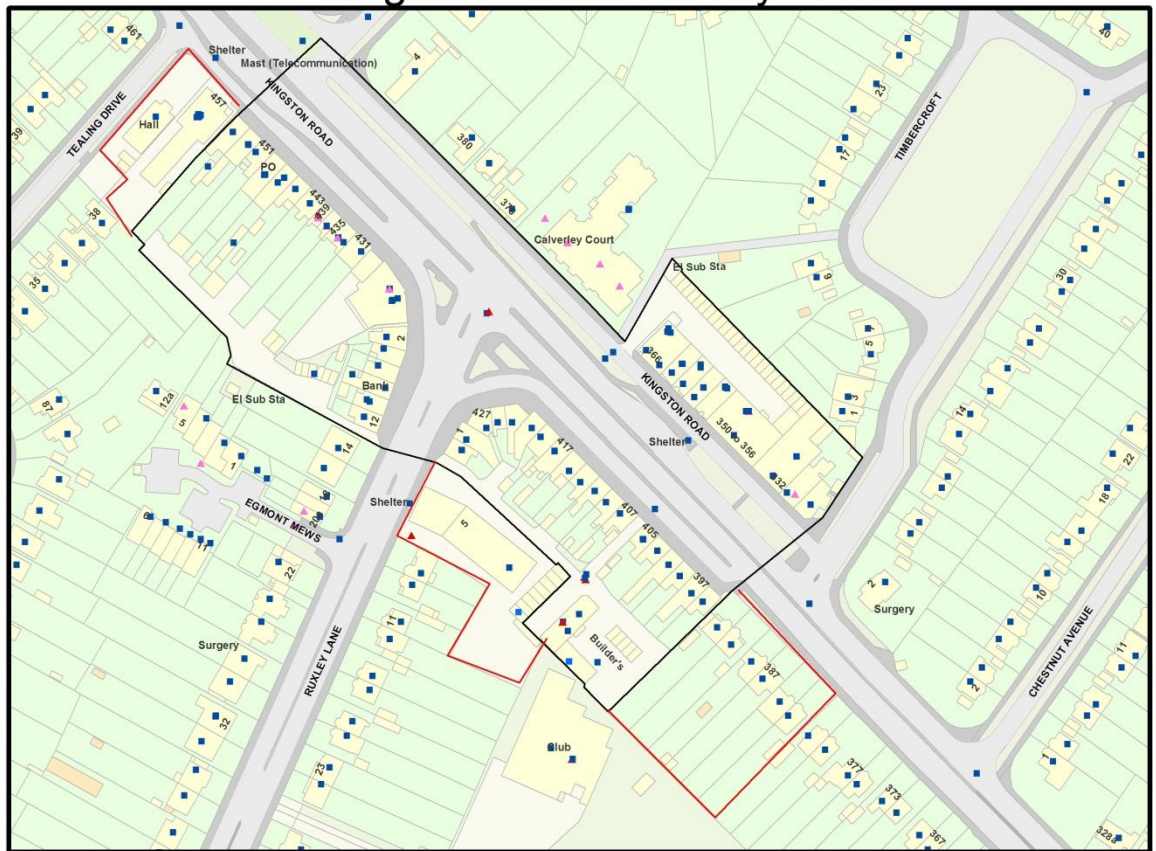
This local centre could be extended to include 383- 393 Kingston Road as this cleared site forms part of site that has planning permission for a new Aldi foodstore.

The local centre could also be extended to include the Citroen garage on Ruxley lane.

The local centre could also be extended to include the Scout Hall and Offices at 457 Kingston Road, as they appear contiguous with the centre. Their inclusion could ensure that they are protected for either their current use or retail (at least on the ground floor) in the future.

Environmental Improvements could include introducing additional biodiversity enhancements (such as new street trees or soft landscaping) to soften the landscape and the addition of street furniture such as new bins and benches to improve the public realm experience and amenity. This could be included as part of the foodstore development.

Kingston Road/ Ruxley Lane



Shopping Centre name: Langley Vale, Epsom (split centre)

Local Plan Shopping Centre classification: Shopping Parade

Number of units: 4

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
1 Headley Parade	The Shop on the Corner (Newsagents)	A1	Residential
2 Headley Parade	Joli's Dog House (Dog Groomers)	Sui Generis	Residential
3 Langley Vale Road	Langley Vale Village Store (and Total Garage)	Sui Generis	No upper floor
5 Langley Vale Road	Langley Vale Service Centre/ Recovery	B2/ Sui Generis	No upper floor

Summary of use classes:

Use Class	A1	Sui Generis
Count	1	3
%	25%	75%

Age and quality of buildings

This centre consists of four very different units on the Langley Vale Road. The first two are within a rendered semi- detached building (possibly 1930s) with a flat roof. One is slightly more well-kept than the other and both appear to have residential uses above. One of the units is a traditional style shop front with an over- hanging canopy.

The other two units are situated on the petrol station forecourt. They are single storey semi- detached set at the back of the forecourt. The forecourt consists of petrol filling pumps and car sales to the rear. There is also a secure car storage area to the rear of the property assumed to be associated with the Langley Vale Service and Recovery Centre.

State of external areas and public realm

The paved area in front of the shops is a mix-match of materials and uneven in places. There is some informal parking to the front and sides. There is a letterbox and phone box outside the newsagents. The Total Garage area is typical of a petrol station, neatly kept with a large roof/ canopy. There are bollard lined up along the Langley Vale Road to avoid parking on the pavement and increase safety.

Access, parking and services

Access to these shops is from Langley Vale Road, a main road leading up to Epsom Downs from Headley. Servicing for the shops would be to the front where there is enough room for a few cars to be parked. The newsagent may be mainly accessed on foot from Langley Vale, an area that is quite isolated from the rest of Epsom. The dog groomers and of course the petrol station would more likely involve vehicle trips.

Ease of access to main road network

The centre is located on a main single carriageway road with good links to the Downs and into Epsom.

Proximity to public transport

Langley Vale appears to be less well served by buses than the larger built up areas of the Borough. There is a bus stop around the corner on Grosvenor Road.

Traffic congestion and volume

The Langley Vale Road gets relatively busy at peak times and congestion is often caused by racehorses being moved from their stables to the Downs along the road.

Other comments

Langley Vale is located to the immediate south of Epsom and is a settlement that sits entirely within the Green Belt. It is predominantly a residential area with limited commercial and community uses. Consequently, the small local centre is important in terms of meeting the convenience needs of local residents.

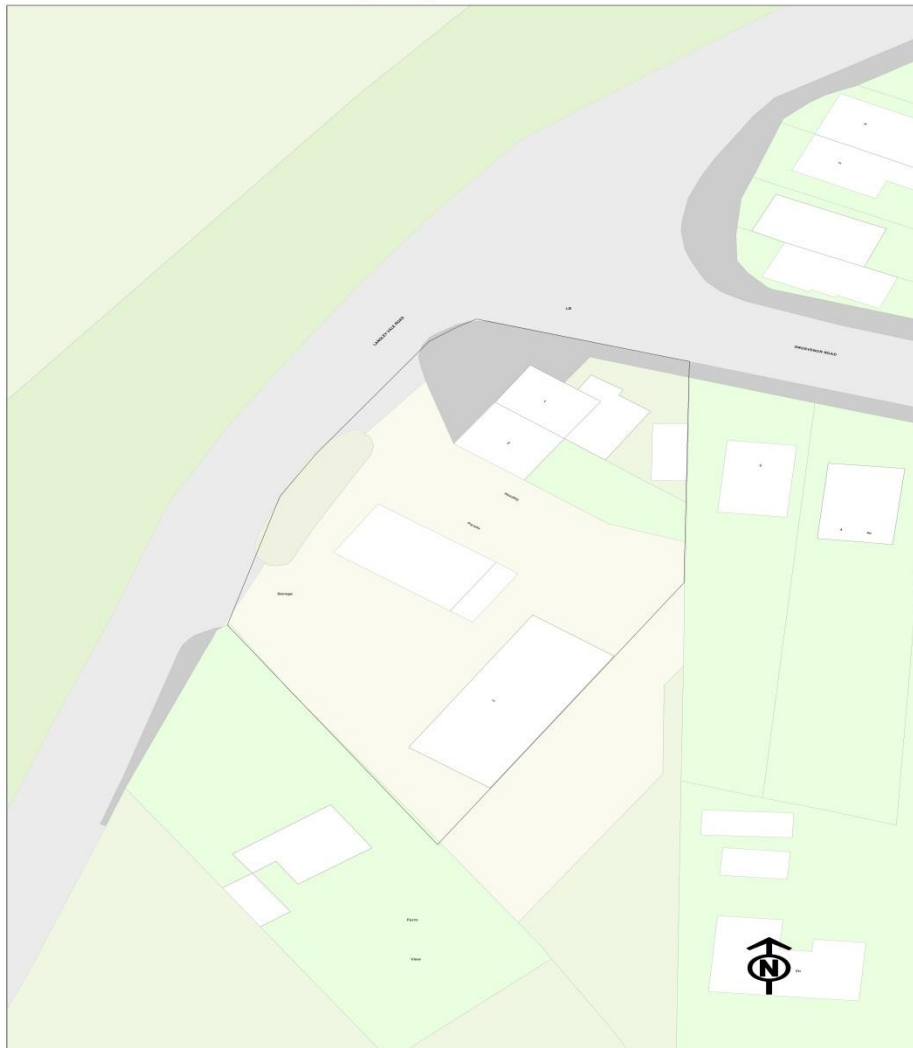
The single retail unit situated on Grosvenor Road/ Harding Road is no longer a retail unit.

Recommendations

The site is small in comparison to others, but it is important that these four units be protected as a Local Centre, as this is a more isolated area of the Borough.

Recommended shopping centre classification: Local Centre

Langley Vale Road



Shopping Centre name: Manor Green Road

Local plan Shopping Centre classification: Local Centre

Number of units: 10

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
7	The Blenheim Pub	A4	Residential
7b	Rice and Spice	A5	None
9	Costcutter	A1	Residential
11	Costcutter	A1	Residential
13	Costcutter	A1	Residential
15	Costcutter	A1	Residential
19	Roy & Paul Master Butcher	A1	None
21	Vacant	A1	None
23	Vacant	A1	None
25	Vacant	A1	None

At the time of the site visit to this centre half of the parade was being re-built. These units were therefore empty (21-25 Manor Green Road).

Summary of use classes:

Use Class	A1	A4	A5
Count	8	1	1
%	80%	10%	10%

Age and quality of buildings

Half of the shopping parade has been demolished and re-built in a modern style. The other retail units are currently in the process of being demolished and redeveloped.

The public house is a 1930s Tudorbethan building in a good condition.

The takeaway unit is a small box extension to the pub.

State of external areas and public realm

The footway to the front of the old parade is in an untidy condition. The paving has been surfaced in irregular materials and is in need of maintenance. The footway itself is wide and has potential for improvement. The external area includes a historic shaped Post Office Box and waste bin.

The immediate forecourt to the pub is reserved for seating for users of the public house. The area is well maintained and spacious.

Access, parking and services

The footway is relatively wide and has potential for improvement. There is some free on-street parking provision available to the front of the units. The units can be serviced from the side and rear.

Adjacent land uses constraining operations

The adjoining residential uses may serve as a constraint, or be less compatible with some retail uses – for example local residents may object to additional takeaway food restaurants on the grounds of smell, noise and customer car parking impacts.

Ease of access to main road network

The site has good road access, for shoppers, via the surrounding residential road network. The nearest main road route is Hook Road, which is about two minutes travel time to the west.

Proximity to public transport

The site has poor access to public transport - not having a direct bus route. However, the centre is within walking distance of Epsom Railway Station and bus routes serving Hook Road (to the east) and West Hill (to the south).

Traffic congestion and volume

No issues observed during the site visit but the narrow nature of the residential road network suggests that congestion/ parking issues may arise during peak time travel periods and evenings.

Other comments

Planning permission has been granted for the erection of a three storey building with four shops on the ground floor and residential above at 17-25 Manor Green Road. Once this is implemented this will make a valuable contribution to the regeneration of this parade of shops.

Recommendations

Recommended **shopping centre classification:** Local Centre:

No recommendations for alterations to the local centre boundary.

Environmental Improvements could include the rationalisation of the existing paving materials to introduce a more uniform surface throughout the centre.

Manor Green Road



Shopping Centre name: Poole Road

Local plan Shopping Centre classification: Shopping Parade

Number of units: 9

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
71	The Barber Shop	A1	Residential
69	Jade Garden	A5	Residential
67	Sachos - kebabs, chicken, pizza, burgers	A5	Residential
63-65	Premier Poole Road Mini-Mart Express	A1	Residential
61	Saffron	A5	Residential
59	BTL Building Services	A2	Residential
57 Poole Road	Nigel Feltham Dental laboratory	D1	Unknown
55	Hair@55	A1	Residential
53	Best-One Express/Off-Licence	A1	Residential

At the time of survey there were no vacant units in the centre. Only 44% of the units were in A1 use, with a variety of other A class uses (and D1) complimenting these.

Only one unit was noted as possibly not having a residential use to the upper floors and was probably being used as part of the dental practice.

Summary of use classes:

Use Class	A1	A2	A5	D1
Count	4	1	3	1
%	44%	11%	33%	11%

Age and quality of buildings

This is a two storey 1930s shopping parade consisting of one continuous stretch of 10 similar sized units. The shop fronts are in varying styles and condition but are generally attractive.

State of external areas and public realm

The surrounding area is generally very good in terms of character and appearance. The paving is uniform and in a generally good condition across the whole of the parade; only needing minor maintenance in places. The parade's street furniture is also uniform and of a reasonable/ proportionate quality. The area immediately outside this unit includes a post box, and at the time of the site visit a number of shop associated storage containers (IE bread baskets), which gave some shop fronts an untidy appearance.

The parade includes a green island, which is adjacent to the slip access road - separating it from the surrounding residential road network. The parade has bollards running the length of the access road to prevent on-pavement parking

Access, parking and services

Access is generally very good, via a slip access road to the front. Service access to the shop unit is from the front.

Adjacent land uses constraining operations

The surrounding uses are exclusively residential. There is potential for some conflict with night time parking between fast-food takeaway customers and residents. There is also potential conflict with night-time customers.

Ease of access to main road network

The parade is a short distance from the main road network and can be accessed from Ruxley Lane, which lies to the north west of the site.

The parade is accessible to both pedestrians and cyclists and includes some dedicated cycle parking provision.

Proximity to public transport

The parade is well served by public transport - bus service E5.

Traffic congestion and volume

The parade does not appear to suffer from either high traffic volumes or congestion. There may be higher volumes of traffic during peak travel times - especially associated with Epsom & Ewell High School. Parking may also be issue during evenings, when the parades fast-food takeaways are in operation.

Recommendations

Recommended shopping centre classification: Local Centre

No amendments to the boundary of this centre are recommended. This centre is classified as a 'shopping parade in the Local Plan. As the parade is the largest of this classification and contains a mini-mart type shop and newsagents, it is considered appropriate to allocate this shopping centre as a Local Centre.

Poole Road



Shopping Centre name: Pound Lane

Local plan Shopping Centre classification: Secondary Town Centre

Number of units: 17

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
29 Pound Lane	Pound Lane Cycle Service	A1	Residential
27 Pound Lane	Sandie's Flowers	A1	Residential
25 Pound Lane	The Dinner Box	A5	Residential
23 Pound Lane	PSOM Computers	A1	Vacant 1 bed flat and shop below
21 Pound Lane	Manning	A5	Residential
15-19 Pound Lane	Spruce Limited Office Furniture	A1	Residential
13 Pound Lane	Nulon Hair Salon	A1	Residential
1 Pound Lane	Venda Brazil	A1	Residential
8-10 Pound Lane	Longhurst Funeral Directors	A1	Residential
6 Pound Lane	Pound Lane Convenience Store Newsagent and Grocer	A1	Residential
4 Pound Lane	Rose Indian Takeaway	A5	Residential - separate access 2x flats
2 Pound Land	Mary's Munchies	A3	None
3 Pound Land	Missy Pawfeet, No Scruffs	A1	Residential
5 Pound Land	Retro Hair	A1	Residential
7 Pound Land	Haweli Indian Takeaway	A5	Residential
9 Pound Land	Empower Electrical Supplies Ltd	A1	Residential
11 Pound Land	William Hill	A2	Residential (?)

At the time of survey there were no vacant units in the centre. 65% of the units were in A1 use, with a variety of other A class uses complimenting these. Nearly one quarter of the units at this centre are being used as hot food takeaways (A5).

All upper floors were residential.

Summary of use classes:

Use Class	A1	A2	A3	A5
Count	11	1	1	4
%	65%	6%	6%	24%

Age and quality of buildings

A plaque etched into a property located on the northern side of the parade, highlights the date of the construction as 1907. It is thus understood that the date of construction for the southern side of the parade is around this date.

Units vary in quality and appearance, with some appearing quite tired, but most of the parade appears to be in good condition.

On the northern side there is a six-unit 1930s shopping parade. Each of the units are different in scale but all are noted as being a reasonable state of repair.

State of external areas and public realm

Some parts of the centre have large areas of open paving to the front of the shop units, with little street furniture. There is a lack of consistency in the materials used in the paving, making the area slightly disjointed. The area is clean and tidy.

Access, parking and services

There is no parking provision specifically related to the northern side of the local centre. The area in front of the paved area is in use as dedicated off-road cycleway. The funeral directors have aging concrete bollards to the front of the unit that are in poor condition and make a negative contribution to the streetscape. No service access to the rear of the retail unit - it would appear that all of these units are serviced from Pound Lane frontage.

The units on the southern side have on-street parking spaces immediately to the front and limited off street parking directly in front of their shop unit. At this location of the local centre the main issue is on-street parking. The northern side of Pound Lane has single yellow lines, bollards and safety railings associated with an off-street cycle lane and the local school. These measures contribute to the overall narrowing of the highway.

Access, delivery of services and parking occurs directly outside the shops. This is a concern for the shopping parade as congestion will inevitably occur

Adjacent land uses constraining operations

Adjacent land uses include other retail units, residential to the rear and a school to the east of the parade. There are potential traffic conflicts with the school – particularly during peak travel periods. The cycleway and associated highway safety bollards/ barriers provide some constraint to this part of the local centre. There are limited opportunities for on-street parking directly opposite this part of the local centre. The one-way system may hinder access to the local centre from Hook Road, to the east.

Ease of access to main road network

The local centre is located within a predominately residential area, with residential road networks. Access to the wider road network is via Hook Road to the east.

Proximity to public transport

Bus services via Hook Road to the east.

Good pedestrian access via residential footpath network and dedicated cycleway. However, no dedicated cycle parking - other than to bollards/ safety railings.

Traffic congestion and volume

The local centre is served by a narrow one-way system, with parking along its southern side and single yellow line parking restriction on the northern side of the centre. It is assumed that levels of traffic congestion may increase during school term time, at peak hours. Units appear to be serviced from the street rather than from any service areas.

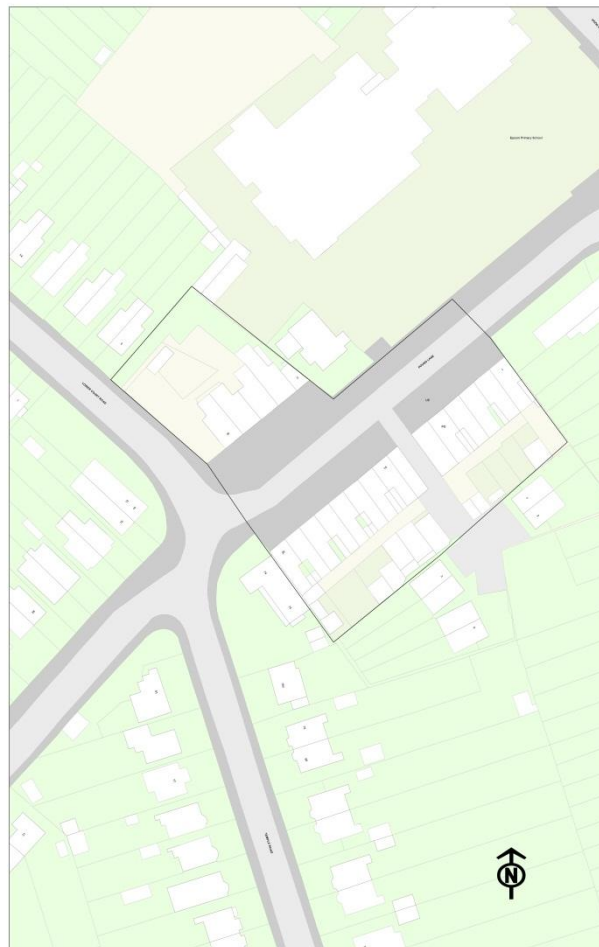
Recommendations

Recommended shopping centre classification: Local Centre

There are no changes to the Local Centre boundary suggested.

Environmental improvements could include improving the consistency of the paving materials throughout the centre and introducing additional street furniture where appropriate.

Pound Lane



Shopping Centre: Rosebery Parade, Beggar's Hill, Kingston Road

Local Plan Shopping Centre classification: not in Local Plan

Number of units: 5

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
1 Rosebery Parade	Pearce & Wynn Hair	A1	None
2-6 Rosebery Parade	From this Moment Bridal Studios	A1	None
7 Rosebery Parade	Beds, carpets, Vinyls, laminates (vacant)	A1	None
8 Rosebery Parade	The Music Room (Recording Studio)	B1	None
9 Rosebery Parade	Venti	B1	None

At the time of the survey there were no vacant units. 60% of the units are in A1 use.

Summary of use classes:

Use Class	A1	B1
Count	3	2
%	60%	40%

Age and quality of buildings

This is a small parade consisting of a row of single- story retail units. All units have flat roofs and either a cream rendered finish or brickwork. The shop frontages mainly consist of full length glass and glass doors, with simple signage above.

External areas and public realm

This parade is located on the Kingston road in a residential area. The only external areas consist of parking areas laid in tarmac to match in with the adjoining pavement.

There is no street furniture at this shopping parade.

Access, parking and services

There is (limited) parking to the immediate front of the shop units.

There would not be a need for large service vehicles to service the type of units.

Access to the shops is good- with the small parade laying just off of the Ewell By pass on the way in to Ewell Village.

Adjacent land uses constraining operations

This is a mainly residential area.

Ease of access to main road network

Access is generally good from Ewell By Pass and Ewell Village.

Proximity to public transport

There is a bus stop directly to the front of the shops and Stoneleigh and Ewell West stations are within walking distance.

Traffic congestion and volume

This is a major route into and out of Ewell Village, with inevitable congestion and high volumes of traffic at peak times.

Recommendations

Recommended shopping centre classification: Local Centre

This small parade of shops was not included in the Local Plan. This type of parade serves an important secondary shopping function, with bespoke destination shops, and should be protected as a Local Centre, albeit only constituting a single, small parade.

Rosebery Parade



Centre name: Spa Drive, The Wells

Local plan Shopping Centre classification: Shopping Parade

Number of units: 1

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
5 Spa Drive, The Wells	The Chocolate Box	A1 Newsagents	Residential

Summary of Use Classes:

Use Class	A1
Count	1
%	100%

Age and quality of buildings

The site is a corner unit of a 1930s shopping parade, which appears to have been built as part of the original Wells Estate. The building is considered to be in relatively sound condition with no obvious deficiencies to its structure and appearance. However, the shop front is considered to be in need of some attention. It is noted that the shop sign is tired, with its colours fading.

State of external areas and public realm

The paved area to the front of the shop is considered to be in poor condition, with a mixture of paving materials in need of maintenance.

Access, parking and services

The parade is served by a small separate slip road, which includes a small area of informal open space and a series of well-maintained flower planting beds. There is a Post Office box and telephone call box outside of the parade.

Adjacent land uses constraining operations

The parade forms part of a residential estate that lies outside of the built-up urban area. The Wells Estate is bounded by Epsom and Ashstead Commons.

Ease of access to main road network

The site has good access from the existing road and footpath networks. The site is located at the only entrance to the Wells Estate and all vehicular traffic entering the estate has to pass it.

Proximity to public transport

The bus serving (the E5) the Wells Estate stops immediately adjacent to the parade. The service is once an hour.

Traffic congestion and volume

The Wells Estate is comprised of residential scale streets. Traffic is generally light; congestion comes from parked vehicles.

Other comments

The Wells is physically and geographically removed from the rest of the borough. It is distant from other shops, services, facilities and amenities (with the exception of this site and the Wells Community Centre).

The site was originally one of five shop units within this 1930s built local centre. The other four units have all been converted to sole residential use. Consequently, the local centre no longer functions as such - it is a single shop. It is considered extremely unlikely that the units converted to residential use will return to mixed retail use. At this location, the current planning policy for local centre has failed.

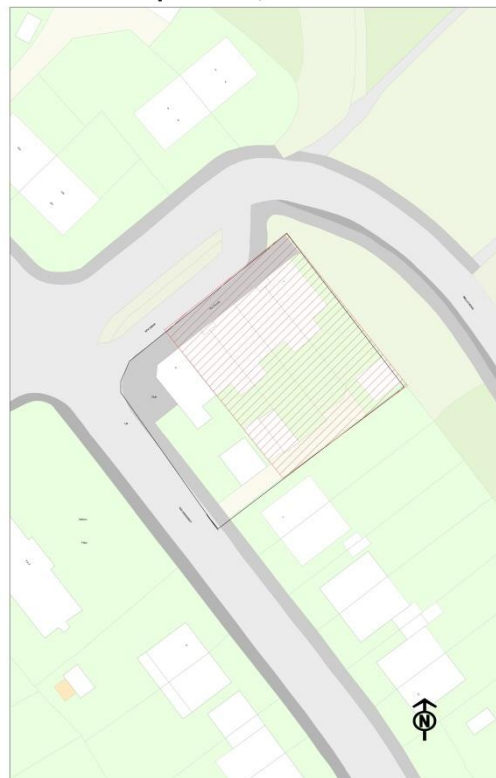
Recommendations

As there is now only a single shop unit here it is difficult to protect this under the NPPF retail centre hierarchy approach. We may be able to consider introducing a local form of protection in a policy to protect single shops. This option could be considered in the Development Management DPD.

Environmental Improvements could include increasing the amount of greenery at the centre and resurfacing to provide a more uniform and higher quality pavement surface.

Recommended shopping centre classification: None

Spa Drive, The Wells



Shopping Centre name: Stoneleigh Broadway

Local plan Shopping Centre classification: Secondary Town Centre

Number of units: 74

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
Stoneleigh Inn, Stoneleigh Broadway	The Stoneleigh	A4	N/A
10 Stoneleigh Broadway	Chequer's bar and café	A4	Unknown
12 Stoneleigh Broadway	Eden Hair and Beauty	A1	Residential
14 Stoneleigh Broadway	Regents	A1	Residential
16 Stoneleigh Broadway	Fresh Look Hair Salon	A1	Residential
18 Stoneleigh Broadway	L&F Total Accounting	A2	Vacant
20 Stoneleigh Broadway	Antiques - Antiques & Home Clearance	A1	Residential
22 Stoneleigh Broadway	Vacant (formerly Robert Dean)	A2	Residential
24 Stoneleigh Broadway	Stoneleigh Medical Centre	D1	Residential
26 Stoneleigh Broadway	Post Office	A1	Unknown
28 Stoneleigh Broadway	Ram's Kebabs and Burgers	A5	Residential –to let
30 Stoneleigh Broadway	B Radford & Sons Family Butcher	A1	Residential
32 Stoneleigh Broadway	Farm Shop (Stoneleigh)	A1	Unknown
34-36 Stoneleigh Broadway	The Co-Operative Foodstore	A1	Residential
38 Stoneleigh Broadway	Poltsa	A1	Residential
40 Stoneleigh Broadway	Broadway Beauty	Sui Generis	Residential
42 Stoneleigh Broadway	Fish & Fins Traditional Fish & Chips	A5	Residential
44 Stoneleigh Broadway	Capital Nails	A1	Residential
46-48 Stoneleigh Broadway	Bradburys/ Euronics	A1	Residential
50 Stoneleigh Broadway	Darby's News	A1	Residential
52 Stoneleigh Broadway	Broadway Café	A3	Residential
54 Stoneleigh Broadway	Queen Elizabeth Foudnation	A1	Residential
56-58 Stoneleigh	Nima Chemists	A1	Residential

Broadway			
60 Stoneleigh Broadway	Broadway Wines	A1	Residential
62 Stoneleigh Broadway	The Personal Agent	A2	Unknown
64 Stoneleigh Broadway	Maggie's Pets	A1	Residential
66 Stoneleigh Broadway	DIY Plus	A1	Residential
68 Stoneleigh Broadway	Taste of Bengal	A3	Residential
70 Stoneleigh Broadway	C P Heating and Plumbing Ltd	A1	Residential
72 Stoneleigh Broadway	Royal Dry Cleaners	A1	Residential
77 Stoneleigh Broadway	Mattle Financial Planning	A2	Residential
75 Stoneleigh Broadway	Lavender Lane Crafts	A1	Residential
71-73 Stoneleigh Broadway	Platinum	A1	Residential
69 Stoneleigh Broadway	Pizza Village	A5	Unknown
67 Stoneleigh Broadway	Patsons Pharmacy	A1	Residential
65 Stoneleigh Broadway	Budgens	A1	Residential
61-63 Stoneleigh Broadway	Vacant (Formerly Mantle & Partners)	A2	Residential
59 Stoneleigh Broadway	Stoneleigh Palace	A5	Residential
57 Stoneleigh Broadway	Shoe Repairs (and lauderette)	Sui Generis	Residential
55 Stoneleigh Broadway	The Children's Trust Tadworth	A1	Unknown
53 Stoneleigh Broadway	El Toro	A3	Vacant residential (to let)
51A Stoneleigh Broadway	Stoneleigh Carriage Co Ltd	Sui Generis	N/A
51 Stoneleigh Broadway	Classic Home Care Services	A2	
49 Stoneleigh Broadway	Budworks	A1	Residential
47 Stoneleigh Broadway	Stoneleigh Autocare	A1	Unknown
45 Stoneleigh Broadway	Trix Café	A3	Residential
43 Stoneleigh Broadway	Hair in Place - hairstylist for men	A1	Residential
41 Stoneleigh Broadway	Yummy Mummy's (café)	A3	Residential
39 Stoneleigh Broadway	Kerwick and Rogers Dental Laboratories	A2	Residential
37 Stoneleigh Broadway	Farmhouse Pizza	A5	Unknown
35 Stoneleigh Broadway	Vacant unit – To let	A1	Unknown

Broadway			
33 Stoneleigh Broadway	Hare Bookmakers	A2	Residential
31 Stoneleigh Broadway	Antique and collectables shop - no name visible	A1	Residential
29 Stoneleigh Broadway	Premier European Tiles	A1	Residential
27 Stoneleigh Broadway	Finishing touch	A1	Residential
25 Stoneleigh Broadway	Gallant Restaurant	A3	Residential
23 Stoneleigh Broadway	Robert Dean	A2	Residential (part)
21 Stoneleigh Broadway	Brett Holt Solicitors	A2	Residential
17 Stoneleigh Broadway	Stoneleigh Brasserie	A3	Residential
15 Stoneleigh Broadway	The Headshop	A1	Residential
11-13 Stoneleigh Broadway	Trans Tek	A1	Residential
9 Stoneleigh Broadway	Vtech	A2	Residential
7 Stoneleigh Broadway	New Image Salon	A1	Residential
5 Stoneleigh Broadway	Surrey Computer Supplies	A1	Residential
3 Stoneleigh Broadway	News and Wine Newsagents	A1	Residential vacant
1 Stoneleigh Broadway	Stoneleigh Library	D1	Residential
Station Approach (Far western block (north))	Vacant	A1	Residential
7 Station Approach	Ferbish Homes Ltd	A2	Residential
6 Station Approach	Imperial Dry Cleaners	A1	Residential
5 Station Approach	Sovereign Excellance in Print	A1	Residential
4 Station Approach	Stoneleigh Tandoori	A5	Residential
3 Station Approach	Hangzhou Silks	A1	Residential
(Rear of 7 Station Approach)	Omegashire Ltd	A1	N/A
Corner of Stoneleigh Park Road/ Station Approach	St John the Baptist Church, Stoneleigh Park Road	D1	N/A

At the time of survey there were 4 vacant ground floor shop units at Stoneleigh Broadway, giving a 5.4% vacancy rate. 55% of the units were in A1 use, with a variety of other A, D1 and Sui Generis uses complementing these.

Summary of use classes:

Use Class	A1	A2	A3	A4	A5	D1	Sui Generis
Count	41	12	7	2	6	3	3
%	55%	16%	9%	3%	8%	4%	4%

Age and quality of buildings

The retail units at Stoneleigh Broadway are arranged in blocks a bit like separate shopping parades.

The 18 unit 1930's shopping parade is in a relatively well maintained condition. This consists of a range of shop units with modern and traditional shop frontages, small units and larger shops occupying two units. A couple of the units are in need of general maintenance.

The 15 unit 1930's shopping parade is again, in a relatively well maintained condition. A significant part of the parade has a new roof. On the corner of the parade is a vacant car yard. This site is the subject of a recent planning permission for a mixed-use development comprised of new housing retaining the retail use that fronts onto Stoneleigh Broadway.

To the rear of the central parade block are two domestic scale ancillary garage buildings in need of maintenance. One of these is in use as office accommodation and includes an associated lean-to structure.

The 7 unit parade of shops located on the western extreme of Stoneleigh Broadway district centre dates from the period 1930 - 1950 and is comprised of a three storey brick faced building.

The 14 unit 1930's shopping parade is in a relatively well maintained condition.

The 9 unit (originally eleven units) parade block that appears to date from the 1960s/ 1970s forms a modern western extension to Stoneleigh Broadway linking the central parades with the Station (to the west). The design of the parade broadly reflects Stoneleigh Broadway's other, more historic parades.

The attractive 1930s built church with an associated 1990s church hall (to the rear) sits on the end of the parade. The church fronts Stoneleigh Park Road and lies to the west of the railway station, on the south side of Station Approach. The church appears to be well maintained.

The public house is a large and grand Tudorbethan style building dating from the initial development of the Stoneleigh Estate during the 1930s. This three storey detached building is located within a large plot on the southern side of the western end of Stoneleigh Broadway district centre. The building is extremely distinctive being covered in ornamental architectural features. The building appears to be well maintained.

State of external areas and public realm

There is ornamental planting along both side of the Broadway but it is noted that there is little biodiversity interest.

The external area of most of the Broadway has a unified pavement surface and street furniture. The street furniture at Stoneleigh Broadway is of a different colour/type to the rest of the district (red).

The external area at the parade on the other side of the railway line is in poor condition with uneven paving finished in a mix of materials. The public realm is noticeably different from Stoneleigh Broadway's main shopping area (to the east), which is in good condition.

Access, parking and services

Access is generally good with servicing to the rear and customer parking to the front; via narrow one-way slip roads (off the Broadway). There is two hours free public parking. There are approximately 25 spaces on the south side, with 2 dedicated disabled spaces - 50 spaces in total within the central section of the Broadway.

Some external clutter, suggests that some servicing/ deliveries take place to the front of the shop units, which may cause conflict with public parking.

The northern parade has 6 cycle racks outside of the dry cleaning shop.

The access onto Station Approach is reasonably good but the access is considered tight; with tight turning circles, which suggests that it may not be ideal for access by larger servicing vehicles. There is some potential for rear service access but this may be constrained by the upper floor residential uses. Station Approach has 15 parking bays, four of which are immediately adjacent to the Station.

Adjacent land uses constraining operations

Access to Stoneleigh Broadway's main shopping area is via the Station, which may serve to discourage linked trips.

Ease of access to main road network

Although road access to the district centre is good, the surrounding road network is primarily designed to serve the Stoneleigh residential area/ housing. Consequently, the roads are of domestic scale. Access to the main highway network, the A24 London Road, is relatively straightforward.

Proximity to public transport

The district centre has good access to the public transport network, with a direct bus service and a railway station (Stoneleigh Broadway).

Traffic congestion and volume

During the site visits to the centre, the public parking spaces were well patronised by customers. Regular parking enforcement was also noted. Traffic was light, with no congestion noted.

Other comments

The Church is a valuable community facility that functions and fits well as part of the wider district centre.

Recommendations

Recommended shopping centre classification: District Centre

Amend boundary to include the church (St John the Baptist Church) on the corner of Stoneleigh Park Road.

Amend boundary to remove residential to rear of 21 Stoneleigh Broadway.

Amend boundary to include the Nursery, Parish Hall, Warehouse, Temple and Hindu Centre to the rear of Stoneleigh Broadway.

Environmental improvements could include introducing more greenery to the centre and re-surfacing the paving on the small parade to the west of the railway line.

Stoneleigh Broadway



Shopping Centre name: Vale Road, Worcester Park

Local plan Shopping Centre classification: Secondary Town Centre

Number of units: 13

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
	The Gamecock	A4	Residential
5 The Parade/Vale Road	Veterinary Surgery	A2	Residential
3-4 The Parade/Vale Road	Costcutter	A1	Residential
2 The Parade/Vale Road	Parzeres Cafe	A1	Residential
1A The Parade/Vale Road	Fresh Fry	A5	Residential
1 The Parade/Vale Road	Go Gorg	A5	Residential
185 Cunliffe Parade	M & M Launderette	Sui Generis	Residential
183 Cunliffe Parade	Hair at B.I.F - Beyond the Fringe	A1	Residential
181 Cunliffe Parade	Dry Cleaners	A1	Unknown
179 Cunliffe Parade	Kewdos Copying Services and Building Workplace Solutions	A2	Residential
177 Cunliffe Parade	Artex Pet Supplies	A1	Residential
173 - 175 Cunliffe Parade	Premier - G & A Express	A1	Residential
Cunliffe Road	Cunliffe Day Nursery	D1	None

At the time of survey there were no vacant units in the centre. Only 46% of the units were in A1 use, with a variety of other A class and Sui Generis uses (and D1) complimenting these.

Only one unit did not have a residential use to the upper floors and was being used for office purposes.

Summary of use classes:

Use Class	A1	A2	A4	A5	Sui Generis	D1
Count	6	2	1	2	1	1
%	46%	15%	8%	15%	8%	8%

Age and quality of buildings

Pub

1950s brick unit, with additional brick extensions added to both sides of the unit. The pub sign is located on both gable ends and at the front above the windows. The property has single glazed windows and is not considered to be of architectural or historic merit.

Day Nursery

This is a single storey flat-roofed building dating from the 1950s. It is located to the south east of the shops on Cunliffe Parade. The building is brick faced and may have once been in community use. The building does not have a shop frontage - the front of the building being laid out to a domestic pattern. However, the current use is complementary to the commercial uses found within the rest of the local centre.

Retail

The shopping centre consists of two distinctive 1930s/ 1950s parades. The two storey units have a range of modern and traditional style shop fronts and signage in a good state of repair.

State of external areas and public realm

Pub

The external area is well maintained and improvements have been made by the occupier to add some aesthetic quality by the addition of hanging flower baskets and external sitting.

The pub also has a seating, decking area to the back of the property which makes use of additional lighting and heating.

There is a small attractive area of decorative grass, trees and shrubs on the corner of Vale Road/ Cunliffe Road. A green area also encloses the pub to the front and protects it from the main road, whilst the back area is enclosed by residential units.

The paving is relatively uniform in appearance, running right the way along the parade. One shop makes use of an outside seating area situated on the forecourt.

Access, parking and services

One part of the local centre has clearly marked on-street parking bays for 13 vehicles; one dedicated disabled parking space. During the site visit it was noted that the parade is serviced from the front. This can cause conflict with shopper parking during the delivery of bulk goods.

Parking is also freely available on nearby residential side streets

Adjacent land uses constraining operations

The site is immediately adjacent to a school, which may cause conflicts during peak periods. However, this may also facilitate linked trips. Servicing access to the retail units is noted as an issue - particularly for the delivery of bulky goods. This was noted during the site visit when a bulk pet food delivery was in progress. There was conflict between service access and customer car parking.

Ease of access to main road network

Road/residential network allows for good circulation. However parking is likely to be an issue. Conflict with school and retail centre.

Proximity to public transport

Very good - bus stop adjacent to the pub (The Gamecock).

Traffic congestion and volume

Local centre appeared busy during the site visit, with numerous shopper and delivery vehicle movements noted. Road layout, particularly around the roundabout contributes to 'congestion' - however, this is relative given the predominantly residential character of the area.

Other comments

It is noted that the local centre lies within a large residential area with a significant potential customer catchment.

Recommendations

Recommended shopping centre classification: Local Centre

The local centre boundary should be amended to reflect:

1. The removal of 146-152 Vale Road (residential units)
2. The removal of residential units at 'the Courtyard'
3. The possible inclusion of the Scout Hall within the Local Centre (as an important community use).



Shopping Centre name: Waterloo Road

Local Plan Shopping Centre classification: Not classified in Local Plan (part of Epsom Town Centre)

Number of units: 18

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
17 Waterloo Road	Epsom Conservatories (17)	A1	Residential
19 Waterloo Road	Herald (Epsom and Ewell)	A1	Residential
21 Waterloo Road	Blue Mint	A3	Residential
23 Waterloo Road	Epsom Stamp Company	A1	Single Story Retail Unit
25 Waterloo Road	No name on shop front	A1	None
27 Waterloo Road	Mabuhay Sari Sari Store	A1	None
29 Waterloo Road	Suddies (29)	A1	Residential/ possible shop use
31 Waterloo Road	Newsagent D + P.J Reading (31)	A1	Residential
33 Waterloo Road	Launderclean	Sui Generis	Residential
35 Waterloo Road	Pizza Hut Delivery	A5	3 Storey building - 2 residential above shop
37 Waterloo Road	Epsom Dental Centre	A2	2 storey practice above
39 Waterloo Road	Fahim Brothers Cash and Carry	A1	2 Storey Residential Roof
41 Waterloo Road	The Epsom Framing Company and Gallery	A1	Residential
43 Waterloo Road	Top Chef	A5	Residential
45-51 Waterloo Road	Carpet World	A1	carpet world office/residential
44 Waterloo Road	Peta 44	D1	Single Storey
32 Waterloo Road	Fully Licensed Car Service	A1	Single Storey
32A Waterloo Road	Rio Café	A3	Single Storey

At the time of survey there were no vacant ground floor shop units at Waterloo Road. 61% of the units were in A1 use, with a variety of other A and (D1)Sui Generis uses complementing these.

Summary of use classes:

Use Class	A1	A2	A3	A5	D1	Sui Generis
Count	11	1	2	2	1	1
%	61%	5.5%	11%	11%	6%	5.5%

Age and quality of buildings

This centre is comprised of 1930s Tudorbethan buildings. It is noted that in most cases buildings are well maintained with their external paintwork having been well maintained. Some have unique wooden patterns on the buildings which resemble the Tudor style, and some have new windows and frames mimicking this style.

There are also some single storey box shape retail units with traditional shop frontages.

At the end of the parade are 1930s, possibly later, units that appear as a newer extension to the parade

State of external areas and public realm

The external areas are not well maintained and the vegetation is unkempt. Some of the parking areas are of poor quality. Some shop fronts are of a high quality whilst others lack detail.

Access, parking and services

Parking seems to occur on Horsley Close or on shop forecourts or road directly outside shops.

Servicing to the shops is provided off Waterloo Road/ Horsley Close or on forecourt.

Ease of access to main road network

This local centre is located on very busy road which runs into the Town Centre. Waterloo Road links on to Chase Road which is then linked to another artery into the town centre, Hook Road.

Proximity to public transport

Bus stops are located at one end of Waterloo Road and adjacent to Chase Road. The local centre is within walking distance to Epsom Railway Station.

Traffic congestion and volume

This is a very busy part of the road network. Waterloo Road is a direct link into the town centre. Waterloo Road is also linked onto Hook Road via Chase Road which is another key link into the town centre. Therefore congestion occurs at high peak times.

Other comments

This area was considered as part of Epsom Town Centre in the Local Plan and therefore not included as a separate shopping centre. Plan E has now redefined the town centre boundary, and the boundary stops at the railway line.

Recommendations

Recommended shopping centre classification: Local Centre

Environmental improvements could include improving the appearance of the existing parking areas and increasing the greenery at the centre. The maintenance of the existing vegetation should also be increased.

A boundary could be drawn around the local centre as below. An alternative approach would be to exclude the car yard (in the south eastern corner of the centre) from the local centre – as per the boundary originally identified for the centre when it was part of Epsom Town Centre.

Waterloo Road



Shopping Centre name: Windmill Lane/ East Street

Local plan Shopping Centre classification: Shopping Parade

Number of units: 9

Schedule of units:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
121 East Street	East Surrey Family Chiropractic	D1	Residential
123 East Street	China Chef	A5	Residential
125-127 East Street	Residential - 125a, 125, 127, 127a	C3	Residential.
129-131 East Street	Tool Hire Centre	A1	Residential
182 East Street	Gurner and Co	A2	Residential
180 East Street	Vetry's	A1	Residential
178 East Street	Keene's 178	A1	Residential
176 East Street	Epsom Car Sounds	A1	Residential

Possible additions:

Site Address	Site Occupier and Address	Ground Floor Use Class	Upper floor uses
174 East Street	Wilson Bargain Buys	Sui Generis	Offices

Summary of use classes:

Use Class	A1	A2	C3	A5	D1	Sui Generis
Count	4	1	1	1	1	1
%	44%	11%	11%	11%	11%	11%

Age and quality of buildings

On the northern side of the street, the shop units appear to be 1930s residential semidetached buildings converted (at ground floor level) to commercial uses.

The residential units were granted change of use from A1 to residential on the ground floor in 2000.

Wilson's Bargain Buys is an excellent quality build in terms of maintenance and aesthetic appearance. The building is a detached 1930s Tudorbethan structure. It displays the decorative supporting beams and a cream plastering. It was originally a retail unit now fitted out to an office/salesroom

State of external areas and public realm

Most of the forecourts at this centre are in a poor condition with poor quality materials and maintenance required. There is little street furniture and no soft landscaping.

Access, parking and services

There is room for two parking spaces outside each of the properties. Other parking and servicing will occur on street. However, East Street is particularly busy, as it is a route into the town centre, which could pose problems when trying to park.

Adjacent land uses constraining operations

The A24 (East Street) is located directly in front of the shops. The Kiln Lane Superstore developments are located to the north of the site (i.e. behind the property). Potential conflicts could occur between retail and residential land uses in this area, as this out of town retail district is predominantly residential. Furthermore, issues could arise from the superstore located on Kiln Lane as it is in close proximity to the small retail area located on East Street.

Ease of access to main road network

Customer access is generally good; from East Street and the Ewell Bypass.

However access on to the A24 could become a problem during peak times as congestion problems would almost certainly occur.

Proximity to public transport

Bus stop located on East Street

Traffic congestion and volume

At peak times the area is dominated by vehicle use and congestion will inevitably occur. Fast moving traffic is a cause for concern on this stretch of highway. There is also potential for congestion at the East Street/ Kiln Lane junction - through which all traffic has to exit from the superstore region.

Other comments

There has been a recent planning application (refused) 10/00352/FUL for 125 & 127 East Street for: Erection of two-storey rear extension to No. 127 and first-floor rear extension to No. 125, together with front dormers and rear mansard roof enlargement to both properties. Extensions to facilitate the conversion of Nos 125 & 127 into 1x1-bedroom flat, 1x2-bedroom flat and 5x studio flats with forecourt parking for 4 vehicles, including retention of existing 1x2-bedroom flat (Proposal will result in 8 dwellings). This was refused due to harm to neighbours, unacceptable living conditions for occupants, character, parking problems, lack of landscaping, no garden provisions and lack of S106.

This area of shops gives the impression of being part of the rest of the sporadic retail units along East Street and not a separate shopping centre. This is further underlined by two of the retail units within the centre having been converted to residential use. Nevertheless, there are still 9 shop and service business units that justify some order of protection.

Recommendations

Recommended shopping centre classification: Local Centre

The centre boundary could be amended to include the Wilsons car show room.

Environmental Improvements could include the introduction of green landscaping to soften the centre, some street furniture such as a bin and a bench and the introduction of a more uniform surface material throughout the centre.

East Street/ Windmill Lane

