# Questions arising from the public meeting – 30th November 2009

1. Why does the development have to be so high and what are the plans for parking on the Horsley Close side of the station as mentioned to residents of that road at a recent meeting?

*The proposals are broadly in line with the height of the existing planning permission on this site and are regarded as appropriate for this town centre location. The proposal is for 16 spaces to be provided in Horsley Close.*

2. Please comment on the proposals for parking spaces: there were mixed views on this ranging from inadequate provision to too much provision given the proximity of public transport.

*Local and national policy both urge new developments to make the most of the sustainable transport links. We believe that what we have proposed is a compromise solution between prescribed policy and local need.*

3. Why does there have to be a hotel on this site, with all the associated traffic movement

*This is an appropriate use for a town centre location and there is demand for a hotel in this area. The Highways Authority have agreed the proposals in relation to traffic management.*

4. The road network seems to be inferior to that in existence: less provision for taxis and the potential to reduce the flow of traffic from two lanes to one in an already congested area?

*The traffic system has been configured to minimise disruption and to enable a smooth approach to the station.*

5. Why can't a taxi lane be provided in addition to the two through lanes as at present, with possibly the first storey of the development cantilevered out over the taxi lane and why can't drop-off facilities be improved and extended?

*Only 2% of passengers use taxis. There is a drop off system and it will be more managed than it is at present. The drop-off point has been situated in the most convenient place towards Waterloo Road, ensuring that visitors can pull off the main road and then move away from the station without causing traffic problems.*

*The relocation of the taxi rank and introduction of a drop-down system from the tear drop means that taxis will no longer block the entrance for those wishing to park or drop people off at the station.*

6. What is the car club scheme suggested and how would it operate?

*Solum Regeneration are looking to provide a residents car club scheme that will enable residents to have access to a vehicle as and when they need it. Once residents are members of the scheme they will be able to order a vehicle to suit their need which will then be delivered directly to them at the requested time. This has operated successfully in other locations and is expected to significantly reduce the demand the individual cars among residents.*

7. What traffic surveys have been done and how comprehensive have they been?

*A Traffic Impact Assessment (TIA) has been undertaken and submitted with the planning application, this is a public document. This includes studies of traffic movements at peak periods. The plans have been developed in response to this.*

8. What are the arrangements for delivery vehicles and refuse collection vehicles (considered to be problematic with recent large-scale developments in the town centre, e.g. Ebbisham Centre)?

*The TIA sets this out in detail. The delivery bay will be located by the kiss and ride (drop off point) with a managed system to ensure that deliveries and loading take place outside of peak hours to ensure that the drop off system works smoothly. This has been proven to work well in other locations.*

9. What impact do the residential dwellings have on the already overloaded schools in the area?

*This would be discussed with the Council and any required financial contribution to schools will be made through the Section 106 Agreement.*

10. Do you consider Hudson House opposite has set a precedent for the height of any adjacent development?

*Hudson House is comparative in height to the adjacent residential development. This height is appropriate for the town centre location. The height is broadly within that of the existing planning permission on the site.*

11. How has the "wind tunnel" effect been addressed?

*This has been addressed through our technical studies which are available with the application. There will be no negative effect from this.*

12. What efforts have been made to produce an aesthetically pleasing building of high quality materials?

*This is the first of seven sites to be brought forward by Solum Regeneration so it is important that they bring forward a positive development. They have employed a respected architectural firm, Rolfe Judd, to create a design that would make a positive contribution to Epsom and to ensure that the material used will be high quality.*

*Landscaping, planting, public art and improvements to the public realm are also proposed to soften the visual impact of the scheme. A scheme is being brought forward with the college to work with the students to develop the public art.*

*The building is conceived as a modern contextual architectural design that will provide a sensitive, crisply detailed building of an appropriate quality to act as a gateway to Epsom.*

*The proposed materials will reflect some of the most positive examples of modern architecture in Epsom using brick and glass as the main materials. The design is focused on giving depth to the development with balconies and recesses creating a visually attractive building.*

13. How do the proposals address renewable energy and climate change issues?

*Solum Regeneration is working towards Code for Sustainable Homes Level 3. As a result, energy efficient building design will be followed throughout. Solum intends to use low energy lighting and controls internally and externally for the development. They will also provide internal recycling bins for segregation of waste and on-site dedicated recycling storage facilities for all elements of the scheme. Furthermore, Solum will use water minimising features such as dual flush WC cisterns and aerated showerheads for the whole development. They also intend to incorporate low carbon technologies (bio-fuel boiler) to reduce CO2 emissions across the development. In fact, through the use of renewable energy and measures to reduce energy consumption Solum will reduce CO2 emissions by 26%.*
*Solum Regeneration has also taken measures to minimise the use of the private car through improved public transport connections and facilities and has encouraged pedestrian and cycle use.*

14. Why does there have to be retail development as well when there are already lots of shops and cafes?

*There is high demand for retail units in the area. They will be of the type found in most other stations, catering specifically for travellers and commuters waiting for trains. The small convenience grocery store will also benefit the residents in the development.*