

Welcome to the public exhibition for the proposed re-development of Redhill Station.

This exhibition will set out proposals for two sites (A+B) at Redhill Station, bisected by the railway.

Site A is located to the west and north west of the railway and includes the main entrance to the station at Princess Way, providing the ticket hall, supporting retail spaces and external cycle and passenger car parking areas. Immediately west of the site A is Redhill town centre with its huge range of amenities, including the Harlequin Theatre, Belfry shopping centre, and the soon to be completed Rise development at Marketfield Way featuring a new 6 screen Cinema, shops and restaurants as well as 153 apartments.

Site B is located to the east of the railway, with access off Redstone Hill. The site provides a second smaller entrance to the station, a variety of disused former rail buildings, and some further station surface car parking areas.

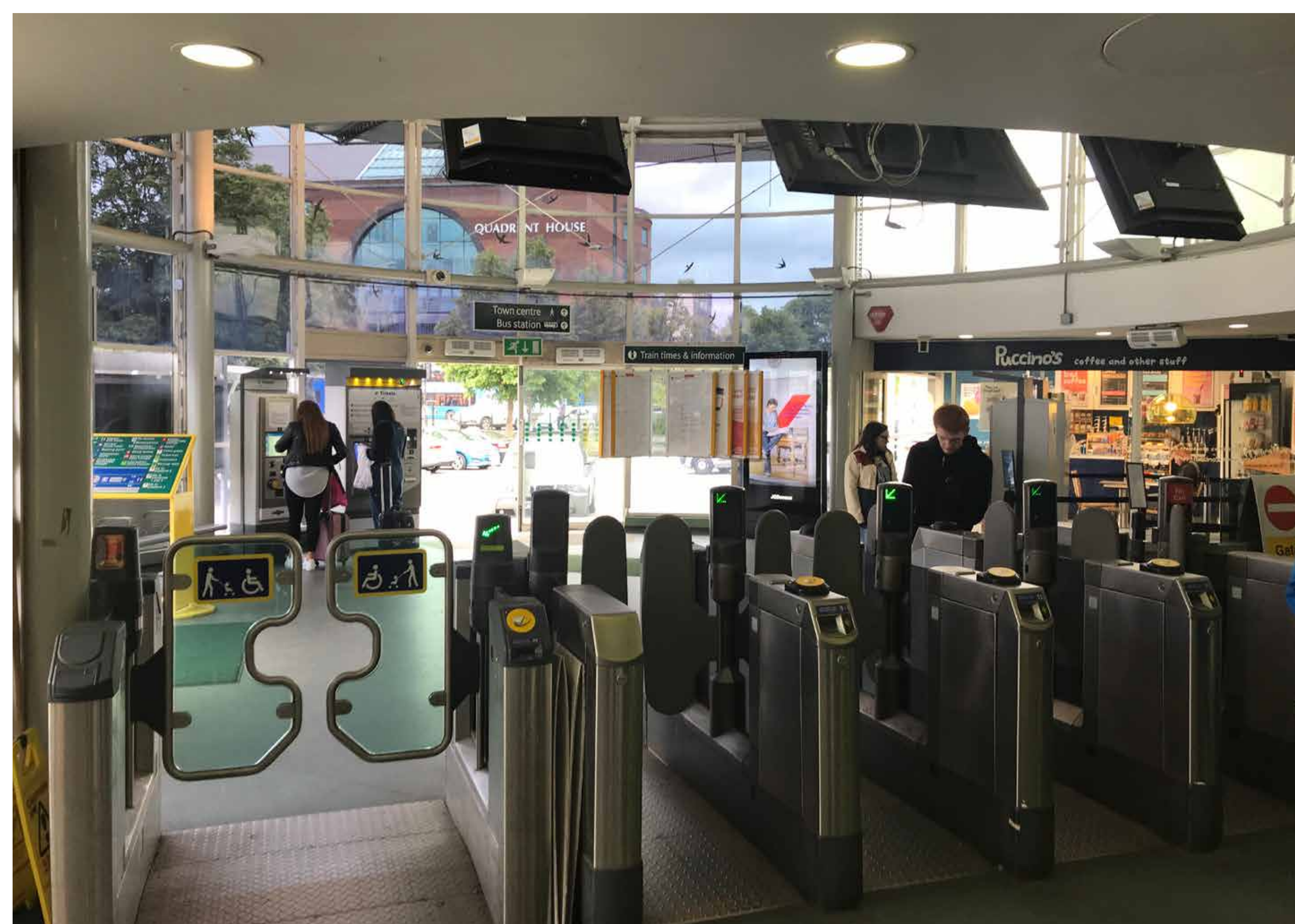


The combined sites present the opportunity to make a significant contribution to the ongoing regeneration of Redhill town centre, providing improved facilities for rail passengers and visitors to Redhill, new highly sustainable homes, retail spaces and public realm improvements.

Planning permission was previously granted for Site A and B in January 2014, comprising a new station facility, supported by new homes and a new food retail store. Unfortunately changes in the food retail market meant those proposals could not be delivered.

We are now seeking the communities feedback on these latest proposals which build on the original schemes ambitions to improve the rail passenger gateway to the town.

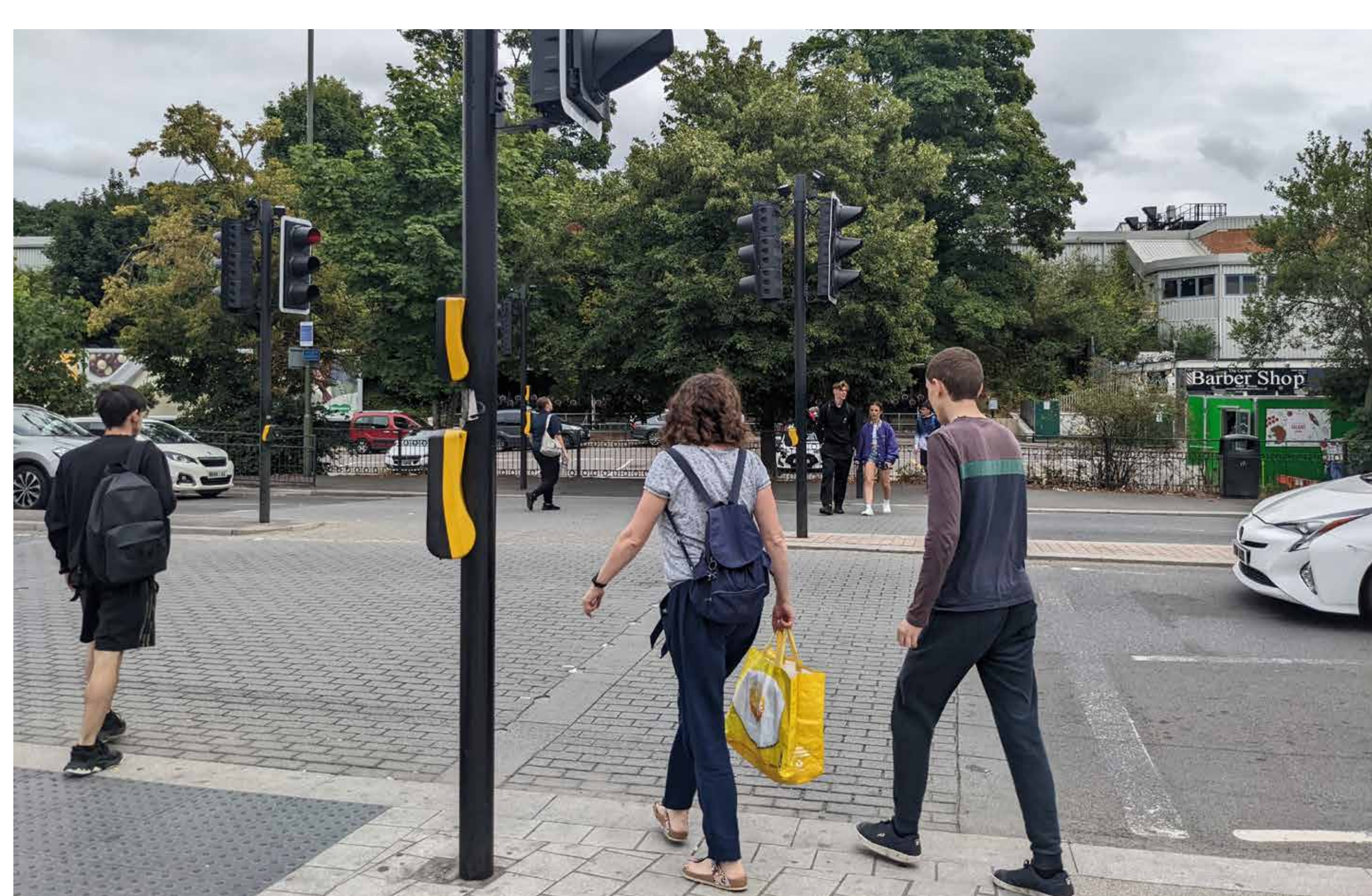
Existing station entrance lobby



Existing station forecourt and entrance



Pedestrian crossing to station from Redhill bus station



Existing buildings at site B station entrance

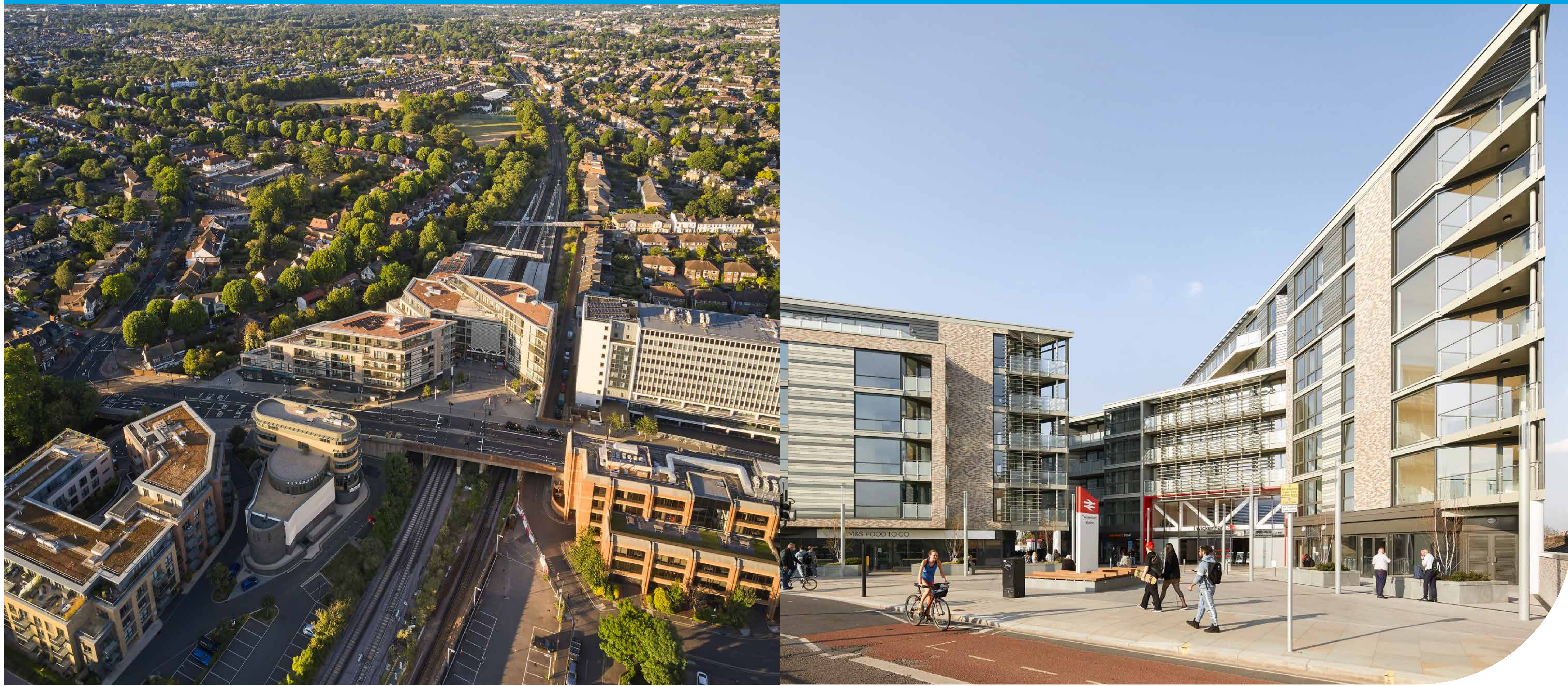




About Solum/ Redhill Station

Established in July 2008, Solum Regeneration is a partnership between Network Rail and Kier Property, formed to attract private investment into the rail network. We create value through mixed use developments which generate funding to provide station and environmental improvements to the travelling public and wider community.

Completed Solum development at Twickenham station

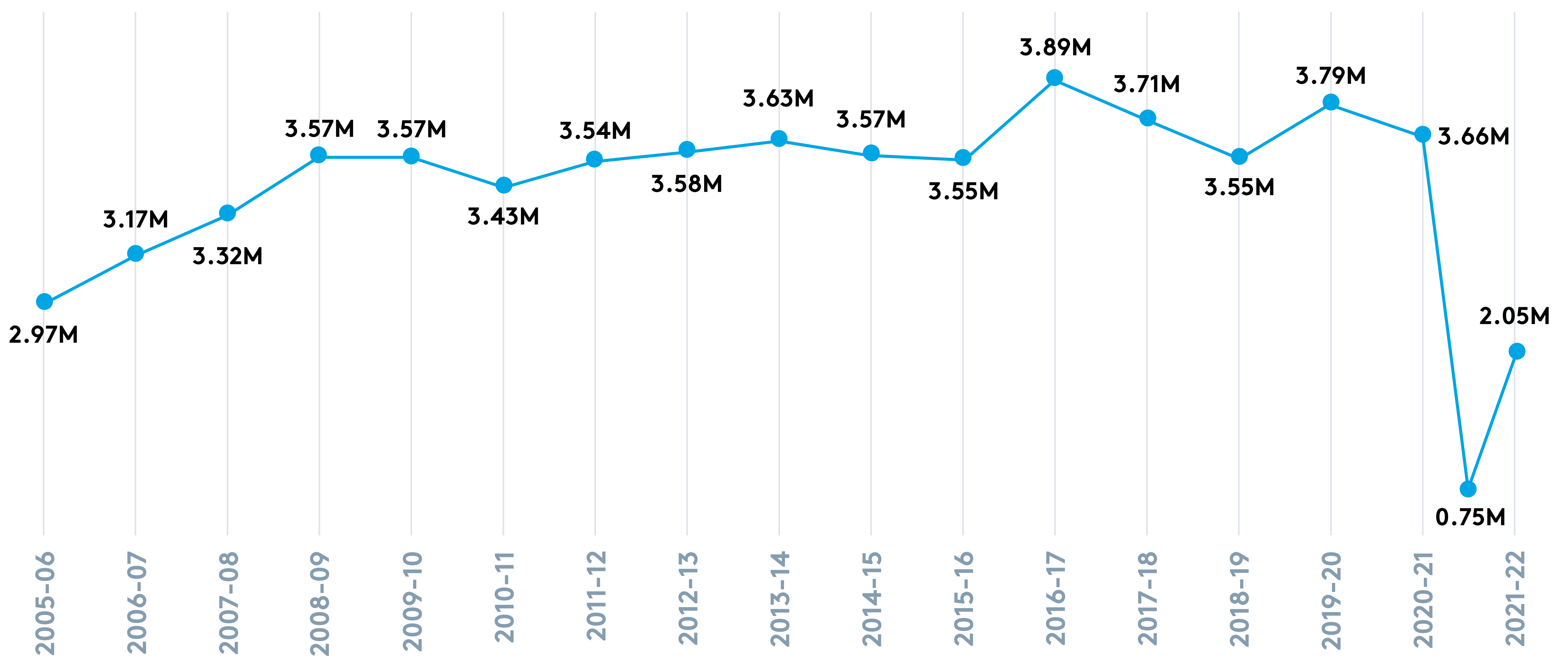


We have completed projects at Twickenham, Epsom, Haywards Heath and Walthamstow, and are presently on site delivering projects at Guildford and Bishops Stortford.

Current Station context

Solum Regeneration is committed to bringing forward proposals for the regeneration of Redhill Station and working collaboratively to develop a successful scheme. Passenger usage at the station had steadily increased post the millennium to an annual peak of 3.89m users in 2015-16, remaining broadly at this level until the Covid 19 pandemic when numbers fell to 0.75m, and have subsequently recovered to 2.05m in 2021-22 (source HM Govt Office of Rail and Road). These figures are broadly consistent with the picture across the UK, and reflect different patterns of commuting and leisure travel which have emerged with increased remote working.

Redhill Station - number of passenger entries and exits by financial year



Redhill Station is a major interchange on the London to Brighton mainline, with services connecting to:

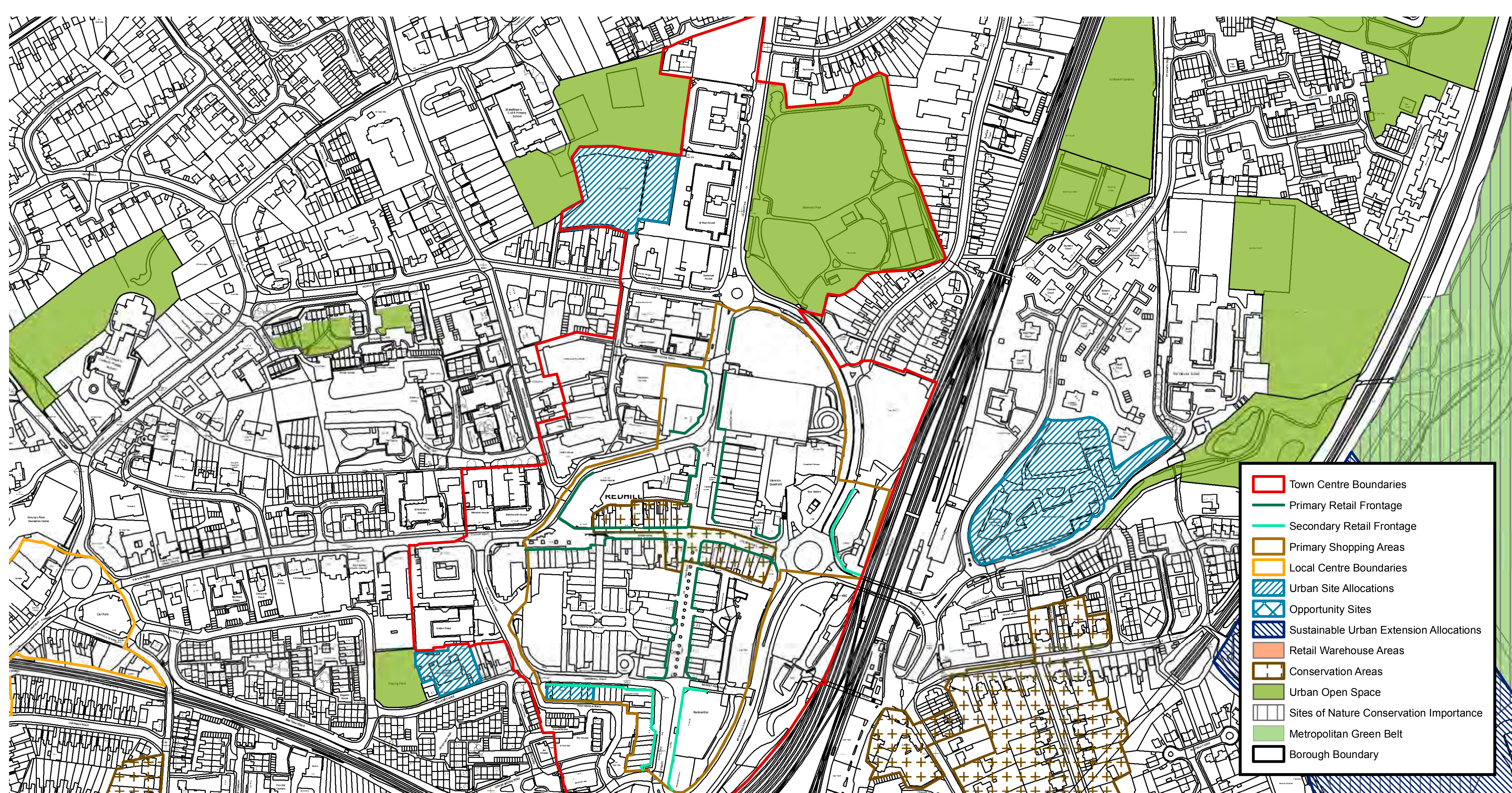
- London terminus
- Northwards to Bedford
- Peterborough
- South through Surrey
- Gatwick Airport, Sussex and the south coast
- East-west to Tonbridge, Guildford and Reading.

The station currently includes car parking for 389 vehicles and occupancy levels of these spaces has also been impacted by the changing passenger levels at the station, including lower demand evident at the beginning and end of the week.



Planning Context

Redhill is identified in Reigate and Banstead’s Core Strategy as the main centre for consolidation and growth, seeking to become a thriving centre where people want to live, work and spend their leisure time. The Council’s vision for Redhill to be the focus of new development opportunities is based on the well-connected transport infrastructure supported by Redhill Station.



Redhill planning policy map – source Reigate and Banstead Borough Council

With approximately 70% of the borough being designated as Metropolitan Green Belt, it is therefore essential that brownfield land in the town centres are optimised to reduce the pressure on Green Belt and greenfield land.

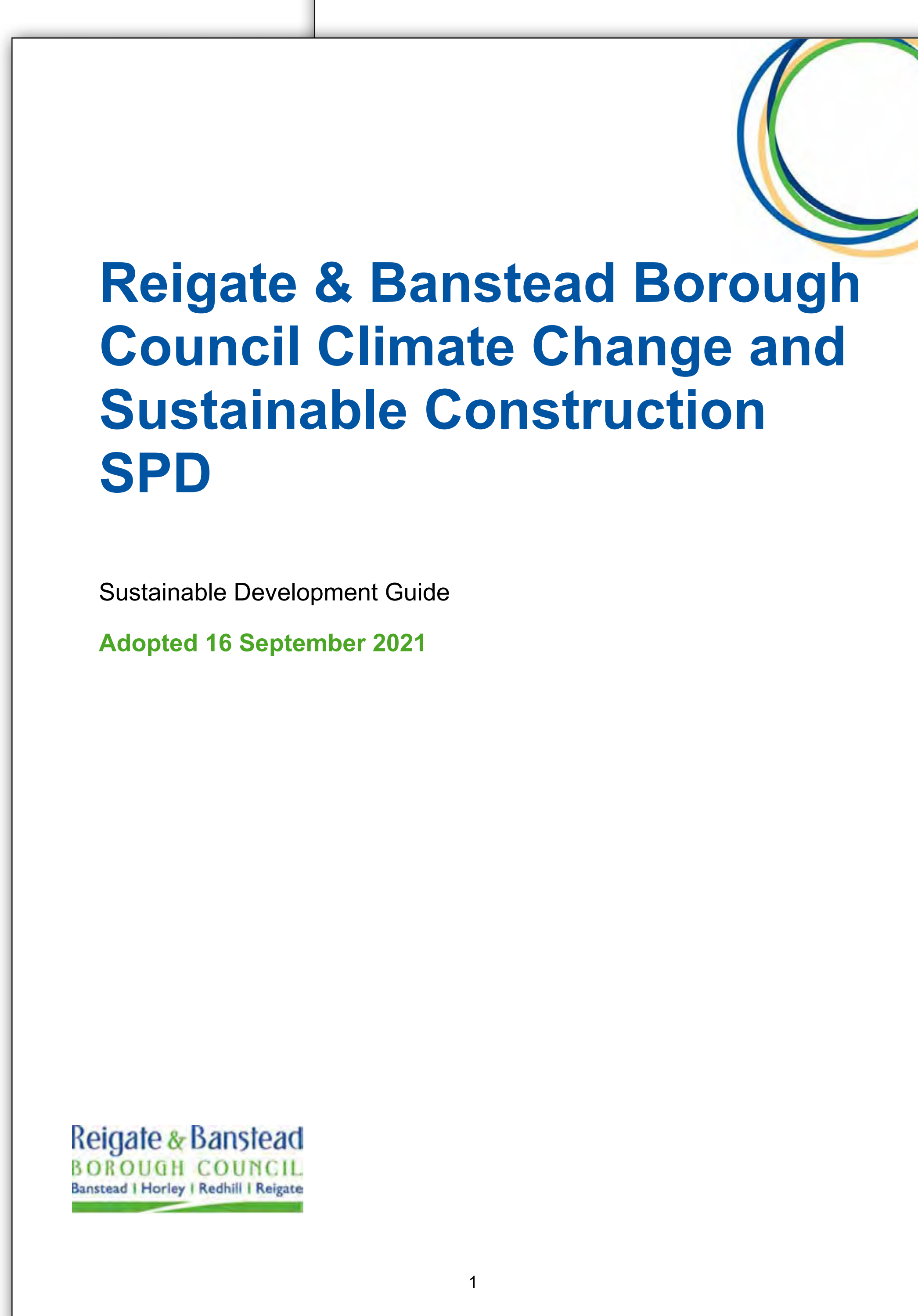
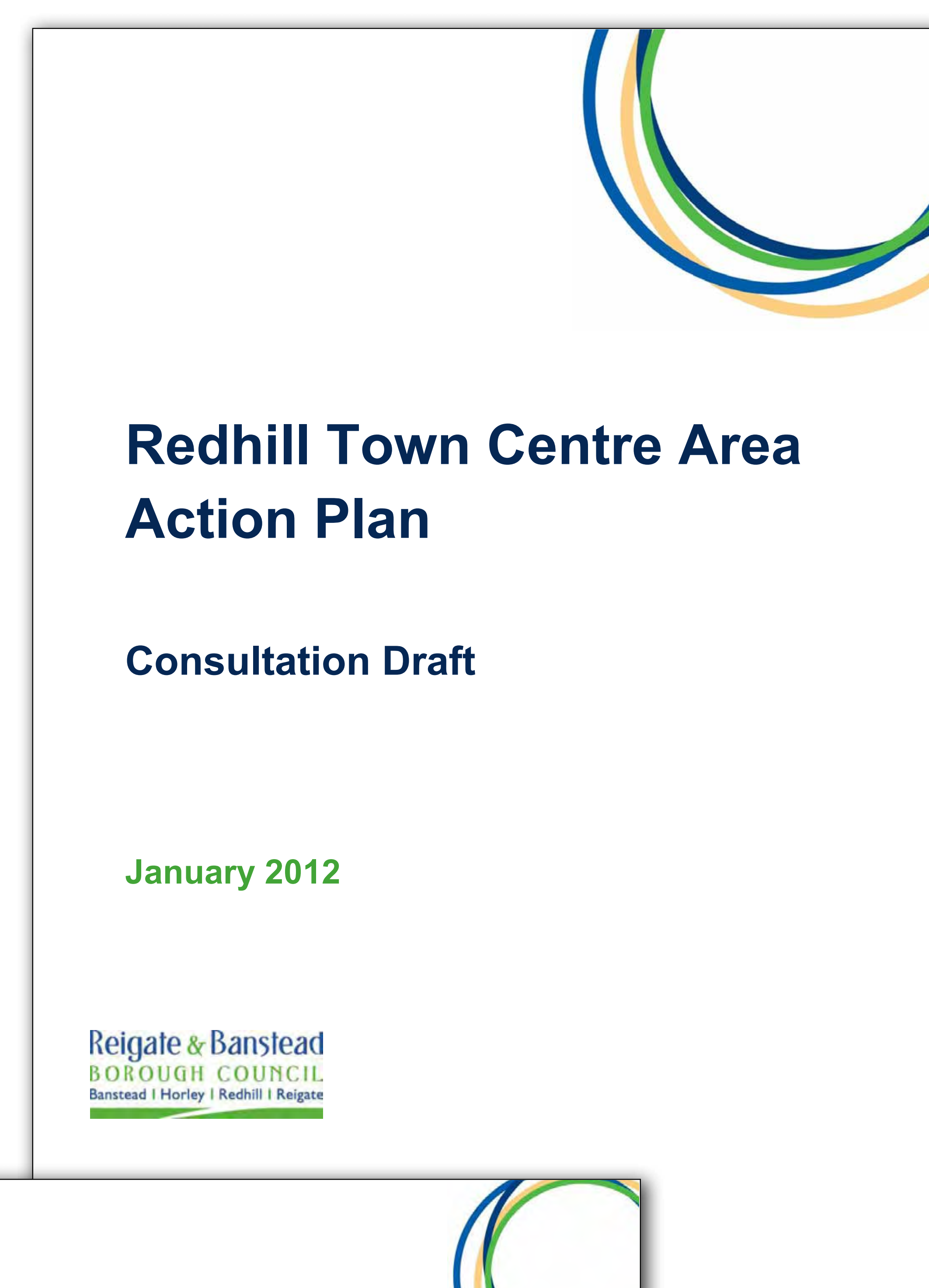
The development plan highlights that Redhill town centre is an area of regeneration and that requires some key improvements to transport infrastructure to ensure the town fulfils its potential.

The draft Redhill Town Centre Area Action Plan (AAP) identifies the ‘Station Site’. The draft AAP envisions a landmark building above the station with a new well designed public space outside. The draft AAP states that the site is one of the “most important opportunities in the town centre”.

The draft AAP identifies Site A as an area appropriate for taller buildings given its location at one of the town centre’s “key arrival” points. The draft AAP comments that the height of the new development should be lower on the car park than the landmark building above the station entrance.

Overall, the Redhill Station site presents a key opportunity to deliver a significant quantum of new homes, in a highly sustainable, brownfield location with access to key services and the ability to offer a raft of regeneration and place-making benefits for the wider town centre.

There are major opportunities for Site A to deliver high quality ground floor retail units – providing opportunities for economic and social activity as one approaches and leaves the station.



Area action plan, extract from identified key site proposals

RTC1-E: Railway station and car park	New station, residential and retail	Station Residential: 100+ units Retail (convenience): 2500sqm Hotel: 80 bed	<ul style="list-style-type: none"> Facilitate station upgrade Located next to the train and bus stations, reducing the need to provide dedicated parking Flows on from an established residential area
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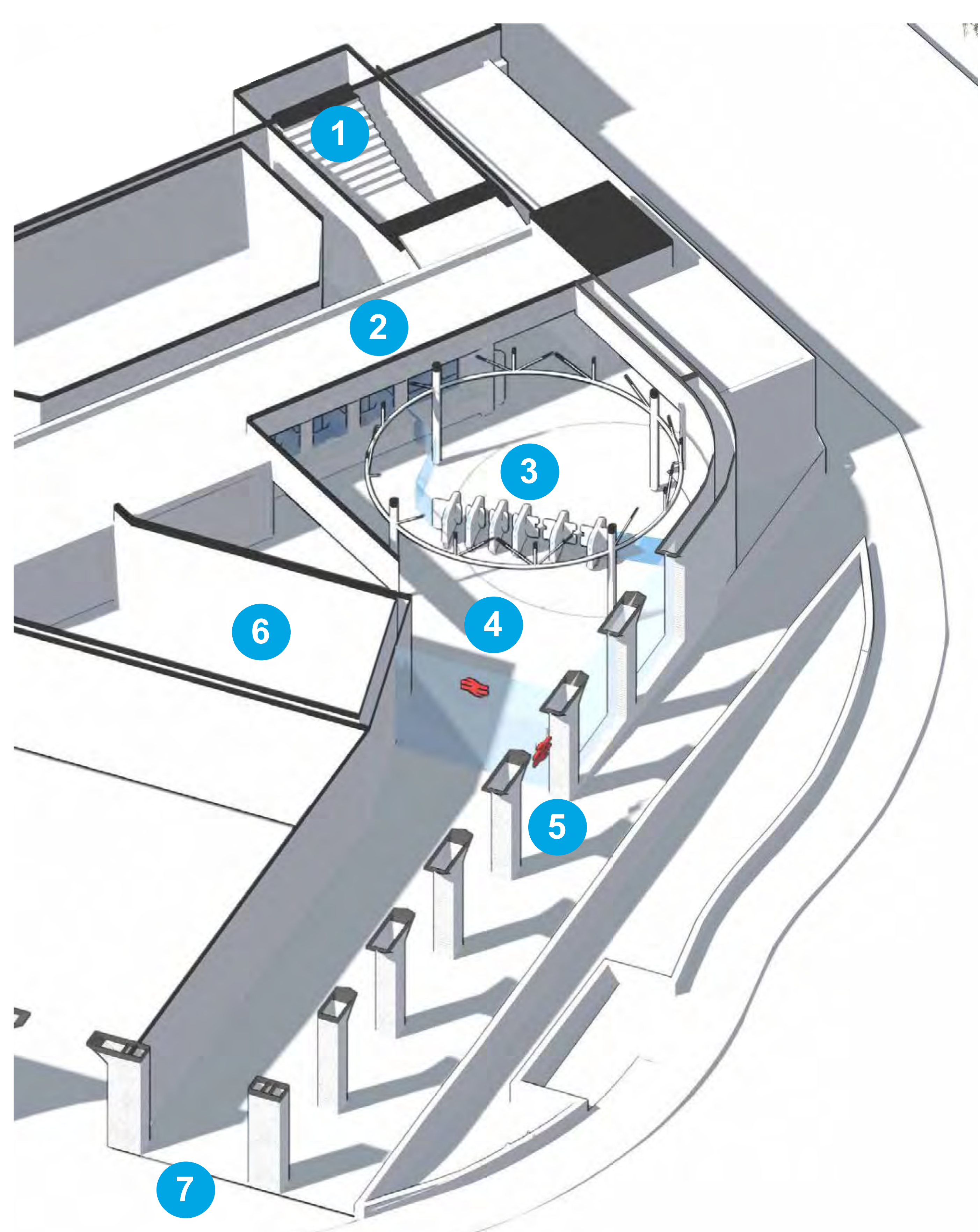
Site A, Princess Way proposal

Illustrative view of colonnade entrance to Station and public realm

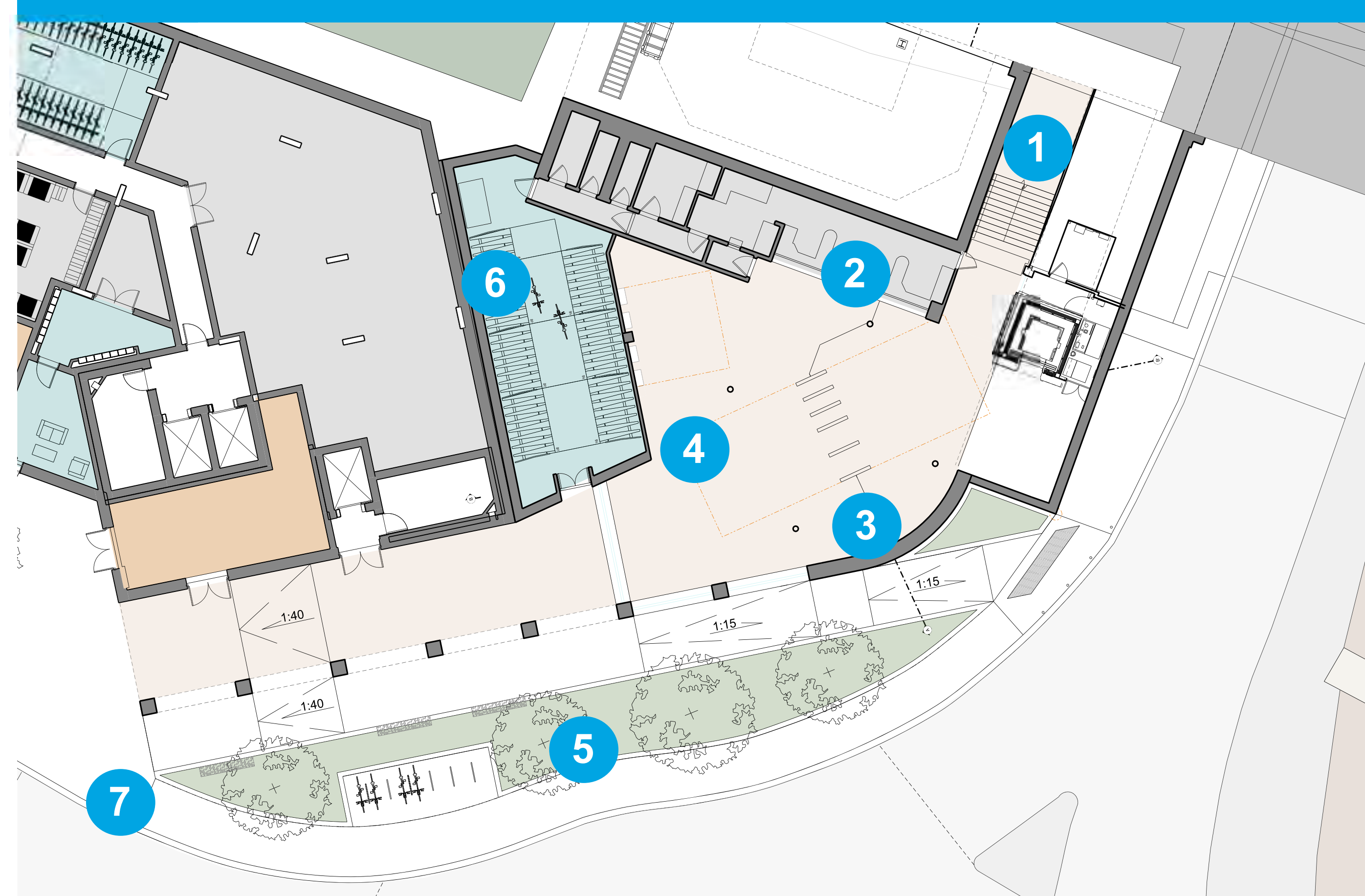


The heart of the proposals will deliver:

- A new station entrance and ticket hall facility at Site A, which will provide fully accessible facilities for pedestrians and cyclists and an improved connection to the town centre, and bus station
- A remodelled gate line with more room to circulate through the space, allowing better segregation for those that need to move through the station at speed or alternatively dwell for longer perhaps to meet friends, buy tickets, seek information or assistance
- The retention of existing ticket counters
- Provision of additional self-service ticket machines
- Improved customer information
- A new secure internal cycle parking hub
- a new covered colonnade walkway links the station to the pedestrian crossing and bus station



Princess Way, plan of expanded station facilities and entrance arrangements



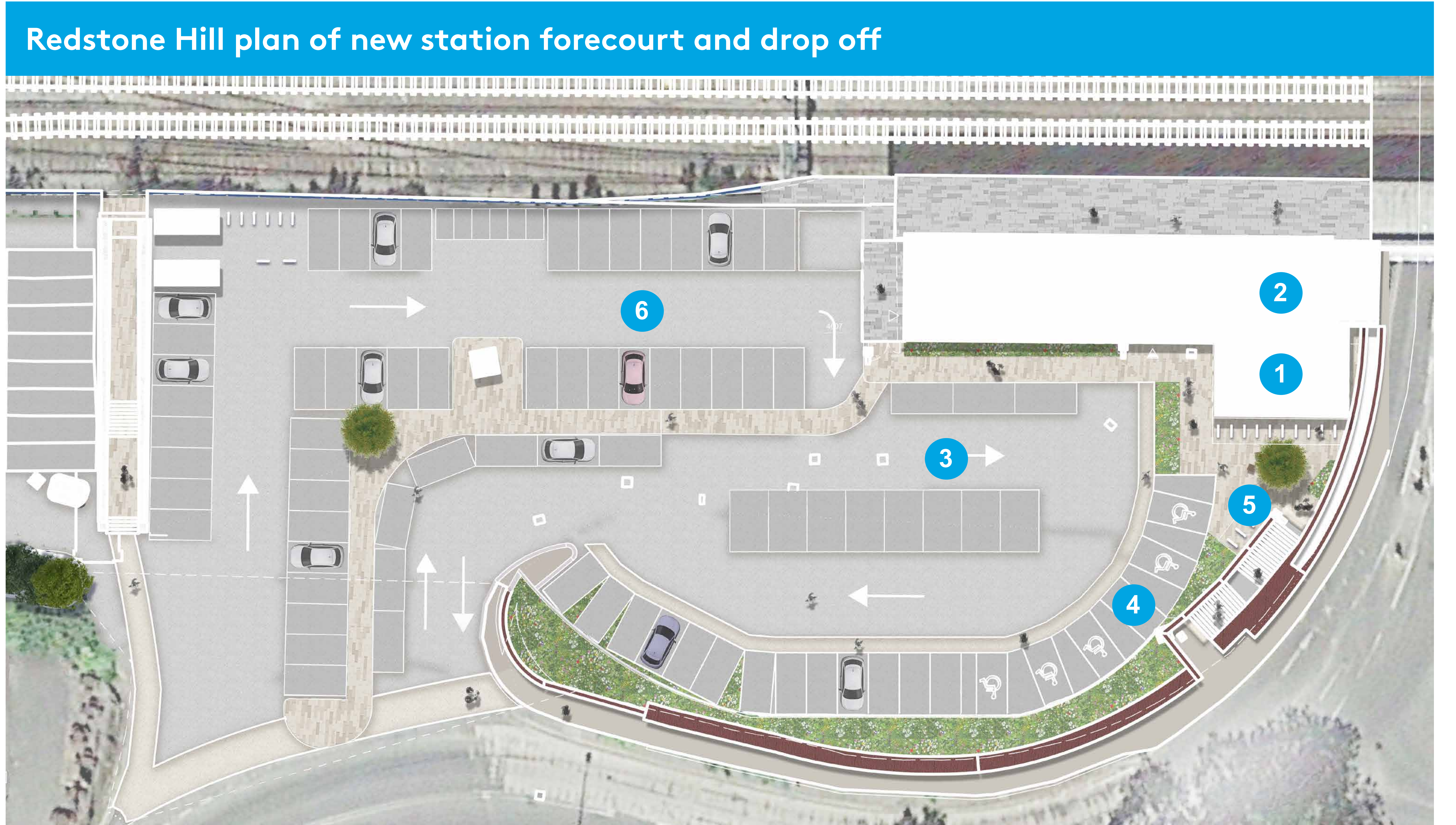
The proposals have been developed as a structural extension of the existing facilities meaning that the transformation to the new design can be delivered with minimum disruption to passengers whilst bringing sustainability benefits through working with and reusing existing building components.

The proposals for Site A follow the 2014 permission in removing the station forecourt, taxi rank and vehicle drop off from this location, relocating these elements to site B. This aspect serves to remove the conflicts between pedestrian and vehicle movement at the current site A station entrance.

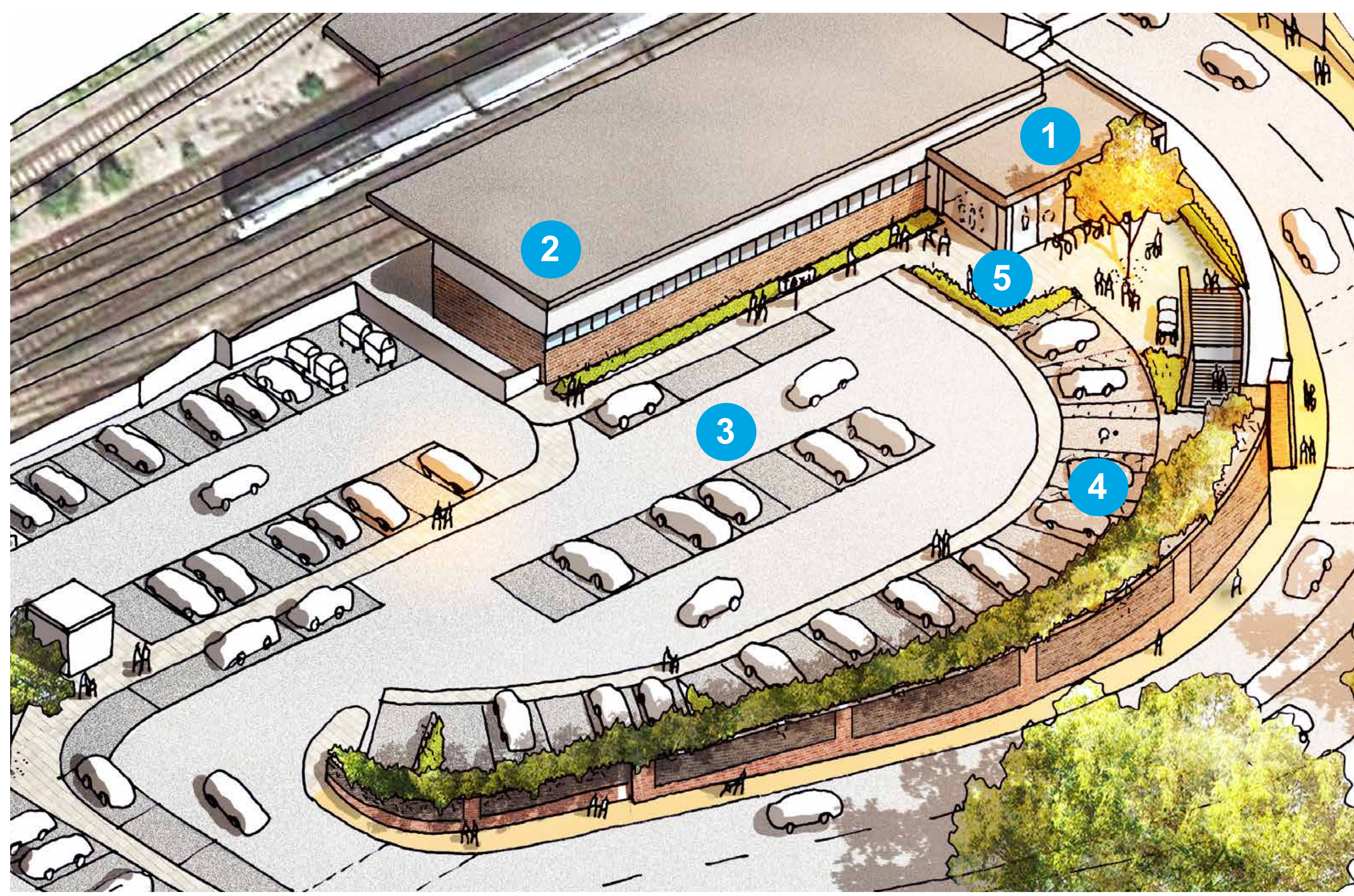
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| <ul style="list-style-type: none"> 1 Retained stair to platform underpass 2 Retained ticket office 3 Ticket gates relocated to provide more circulation space at foot of stair 4 Concourse enlarged to provide more space for circulation and ticket vending machines | <ul style="list-style-type: none"> 5 Fully accessible west-facing station entrance 6 New internal cycle store 7 Entrance to station arcade |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



Site B, Redstone Hill proposal



A new station vehicle forecourt will be created at Site B, providing drop off areas, blue badge parking spaces, taxi rank and additional rail car parking spaces, mitigating those lost at site A. The final distribution of retained and new parking spaces is being finalised across the two sites, having regard to changing patterns of parking usage and new parking standards. Its expected that the final quantum of parking provided by the new proposals will be between 90-95% of existing provision. The station forecourt will also be sized to suit buses as and when these are required to operate rail replacement services. Across the revised station car park areas the proposals will permit the introduction of additional charge points for electric vehicles and new secure cycle storage facilities.



- 1 New entrance building
- 2 Existing station building being retained
- 3 New station forecourt with, taxi and private car drop off
- 4 Blue badge parking next to new station entrance building
- 5 New paved areas and cycle parking next to new entrance building
- 6 Rail passenger parking

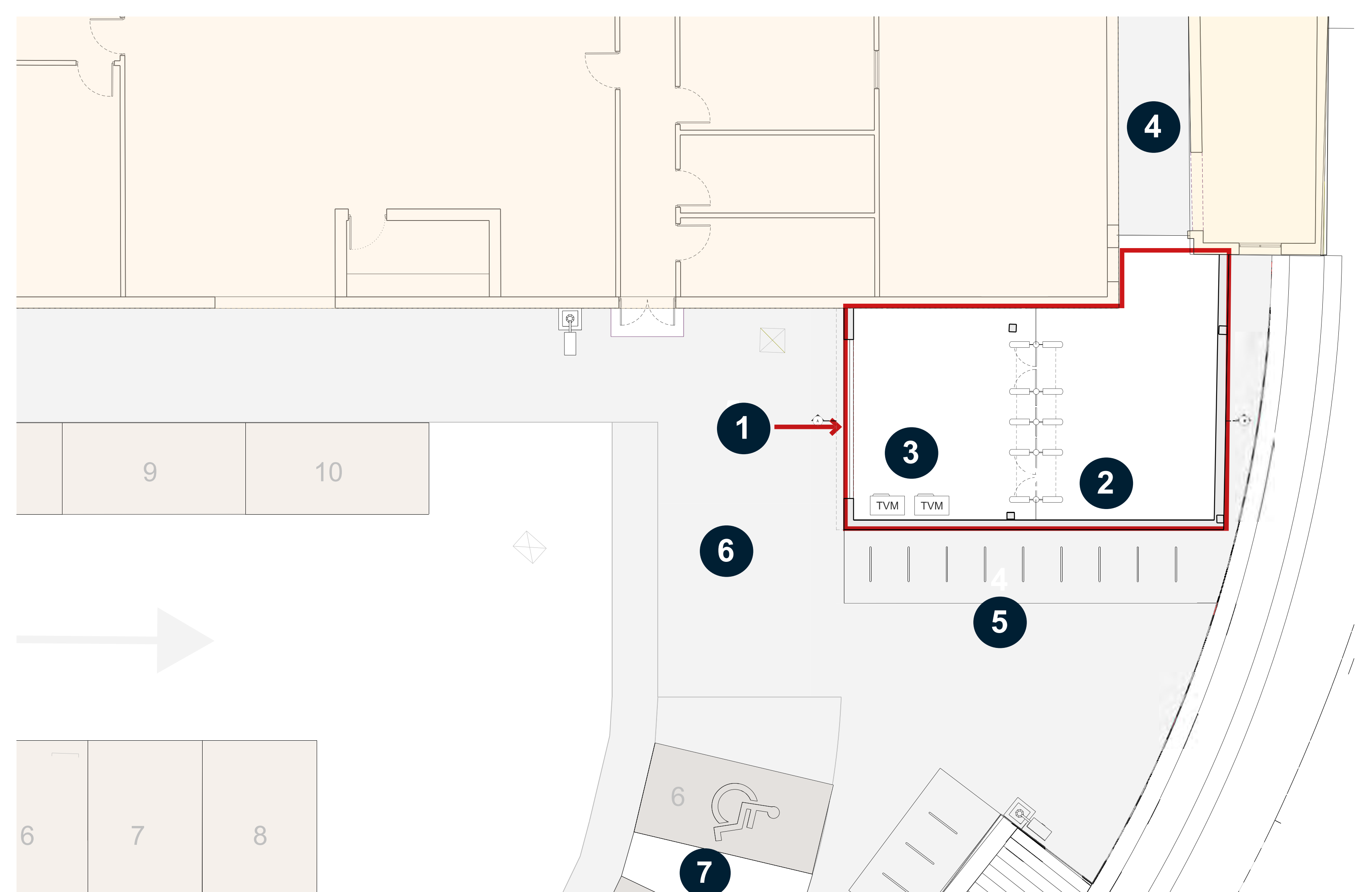
Space for the new forecourt and station entrance building at site B will be created by the removal of a number of dilapidated low rise buildings, former rail structures and advertising hoardings.

Pedestrian flow modelling has been used to determine the size and facilities required as part of a new entrance building to be constructed, providing a new gateline entrance to the station, passenger information and self-service ticket facilities.

With the relocation of station forecourt facilities from Site A, it's recognised that more passengers through the station will use the Site B entrance which will be upgraded as part of the proposals.

Redstone Hill plan of new station entrance building

- 1 Extent of new station entrance building
- 2 New ticket gates
- 3 Ticket vending machines
- 4 Existing passageway to platforms
- 5 Cycle parking
- 6 New paved areas next to new entrance building
- 7 Blue badge parking next to new entrance building





Landscape / Public realm / Parking proposals

Outside of the new station entrance at Site A, a new covered route will be integrated into the residential development linking the station to the town centre. At the end of the route, a new landscaped 'plaza' space will be established providing more room for pedestrians crossing to the bus station. The orientation of the space has been planned carefully to ensure the space receives good levels of daylight and will provide a much improved experience for those arriving at the gateway to the town. The space will also serve as an informal meeting place outside of the station and will be engaged with retail.

Whilst a portion of the existing station parking will be retained at the northern end of site A, the central body of Site A will include two new residential buildings. The landscape in front of these buildings will extend from the station plaza northward to the retained station parking and will provide an attractive and greatly improved, frontage to Princess Way including additional street trees and planting.



As part of a busy town centre, the landscape of this site will respond to a number of competing demands including facilitating through movements along Princess Way northward to Memorial Park and integrating the cycle way with the retained station parking, as well as accommodating servicing, deliveries and refuse arrangements to the residential buildings and new retail spaces.

The below diagrams set out the key features of the new landscape at site A and B.

Princess Way Landscape connection from station through to retained rail parking



- Site boundary
- ① Trees in soft landscape
- ② Footpath
- ③ Seating
- ④ Cycle stands
- ⑤ Parking area
- ⑥ Bus shelter
- ⑦ Dwarf wall
- ⑧ Tree in planter
- ⑨ Planters
- ⑩ Station entrance
- ⑪ Existing vegetation
- * Landscape proposals are subject to further investigation of the existing utilities..

New station forecourt and extended parking provision at Redstone Hill



- Proposed non-disabled bays
- Proposed disabled bays
- Proposed drop-off/short stay
- Existing bays
- Taxi wait/drop-off
- Demarked path/crossing on road
- Raised kerb
- Proposed retaining wall
- Sheffield stands
- Two-tier bike racks
- Proposed motorcycle bay
- Eurobins

Image 1 © AAUPC Chavannes & Associés | Project: Trapeze by AAUPC
 Image 2 © Steve Montpetit | Project: CHUM Research Center by NIPP Paysage
 Image 3 © Jack Hobhouse | Project: Nightingale Primary School by BJD landscape architects and Hawkins\Brown architects



Residential proposals

View north on Marketfield Way showing location of station entrance and residential

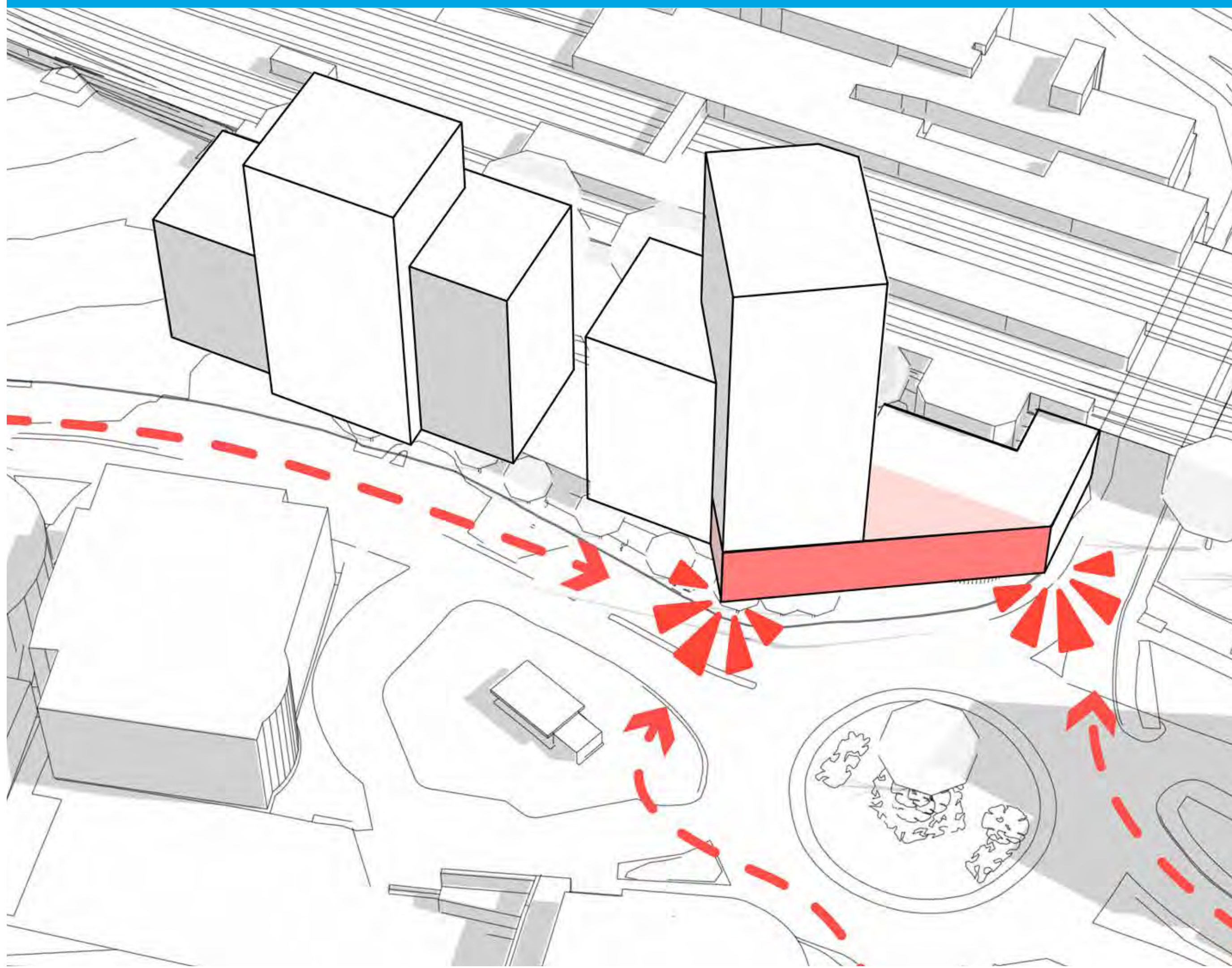


At the centre of Site A, two new residential apartment buildings are proposed, which will provide approximately 266 homes set out in a mix of studio, one, two and three bedroom units.

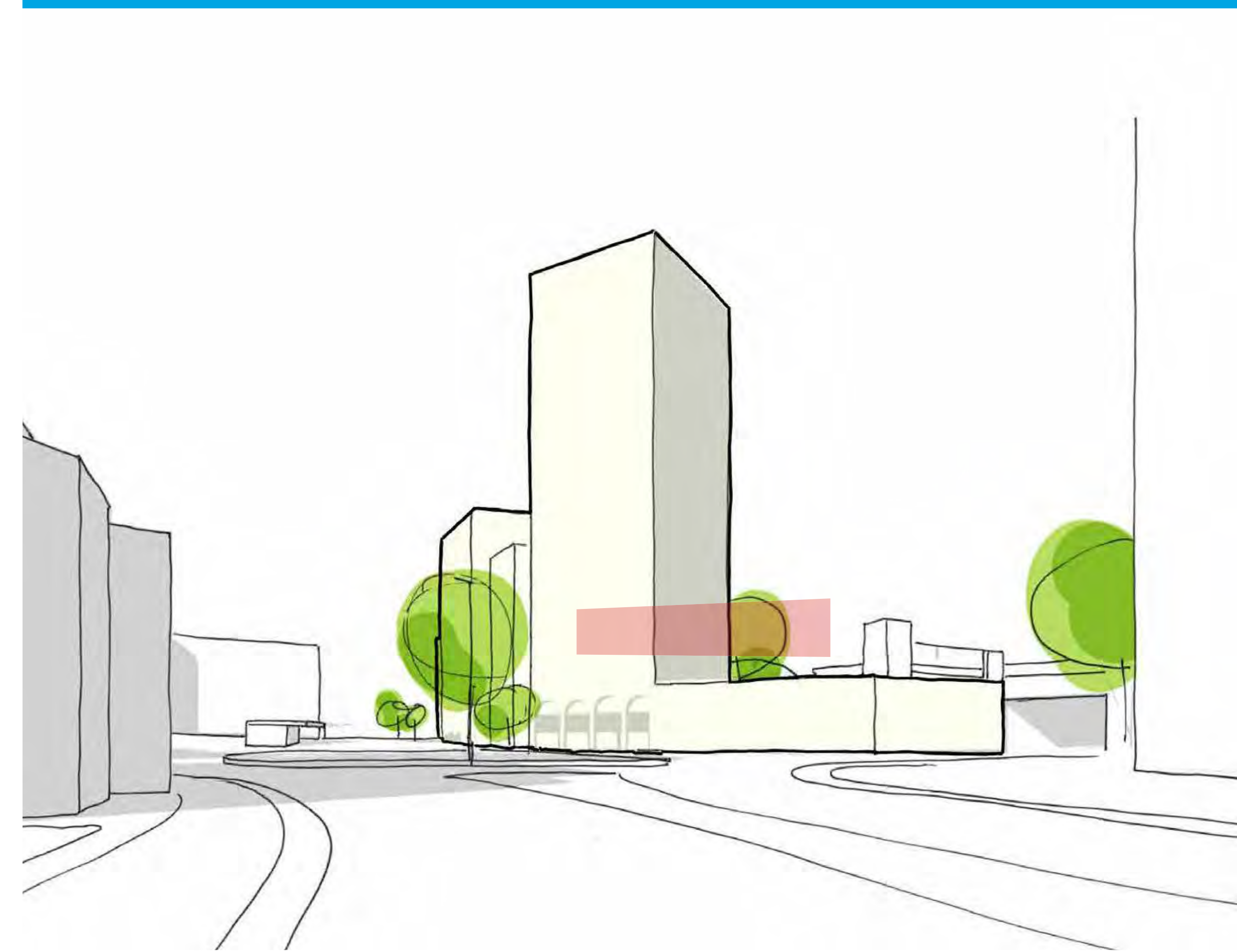
The southernmost building is tallest, acting as a centrepiece to the town centre and a marker to the station entrance and plaza, whilst sitting within a cluster of taller buildings delivered over the past 5 years as part of the planned town centre regeneration.

The design for the residential development has been led by PRP architects, an award-winning practice based in London. PRP also established the design for the Rise development on Marketfield Way and therefore have a very good understanding of Redhill's design character and qualities. The homes will be delivered to the latest building regulation requirements covering sustainability, energy performance and building safety, and include air source heat pumps, ventilation heat recovery, sprinklers to all apartments and common parts, and evacuation lifts.

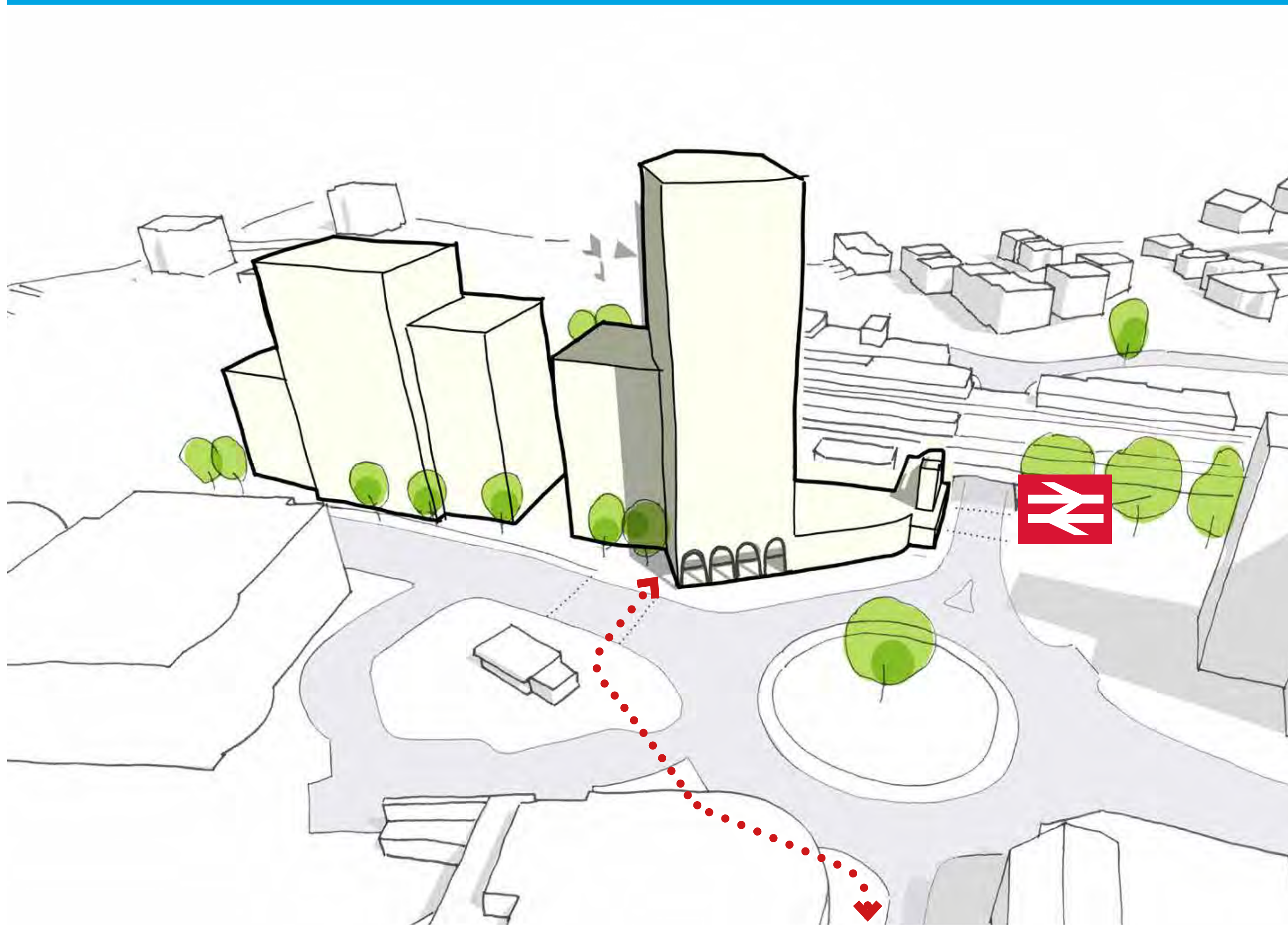
Building corner orientation promotes the visibility of the station



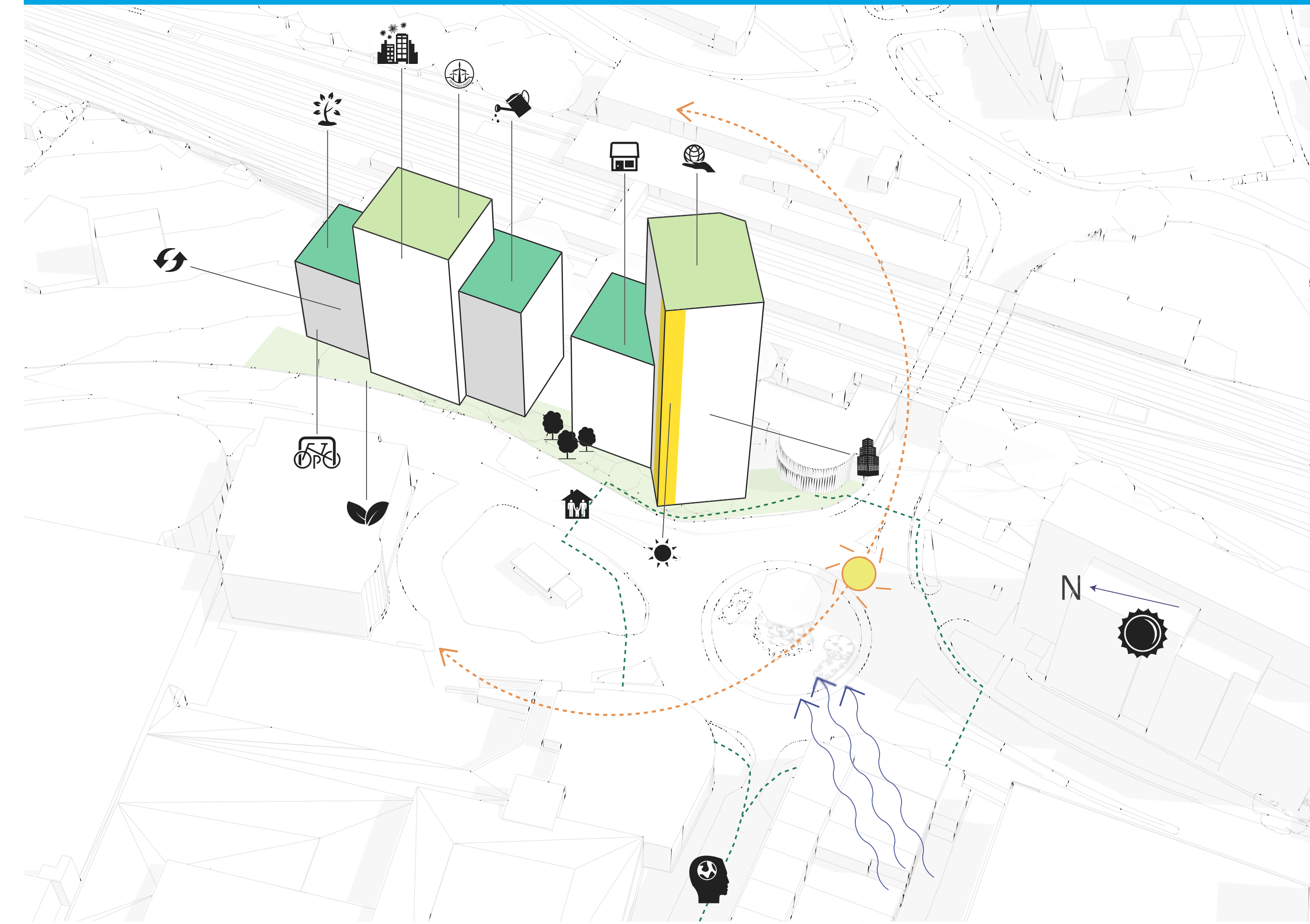
Tower facade integrated with pedestrian arcade



Station concourse enlarged, with sheltered route to pedestrian crossing and bus station



Summary of residential building sustainability benefits



- | | | | |
|---------------------------------------------|--------------------------------------------|---------------------------------------------------|-------------------------------------------------------------|
| Biodiversity enhancement | Managing solar gain and heating | Safe and active streets | Robust, long life material with circular economy principles |
| Planting variety drought and flood tolerant | Access to natural daylight | Efficient building footprint to reduce waste | Car free street |
| Spaces that support health and well-being | Mitigating wind pro-actively within design | Dual aspect for improved ventilation and sunlight | Thermally efficient carefully detailed, air tight buildings |
| Green or brown roofs | Opportunities for urban growing | Encourage cycling | Renewable energy resources/ air source heat pumps |



Residential proposals

View of Station Entrance at roundabout



View south on Princes Way showing residential buildings



Given the excellent public transport connectivity provided to the homes proposed for Site A, parking for residents on site will be limited to an average of no more than 0.2 spaces per dwelling across the scheme.

The buildings will be tested to evaluate levels of daylight and sunlight both within and around the development and to ensure that the homes are protected from noise intrusion, whilst also being well ventilated and avoiding overheating.

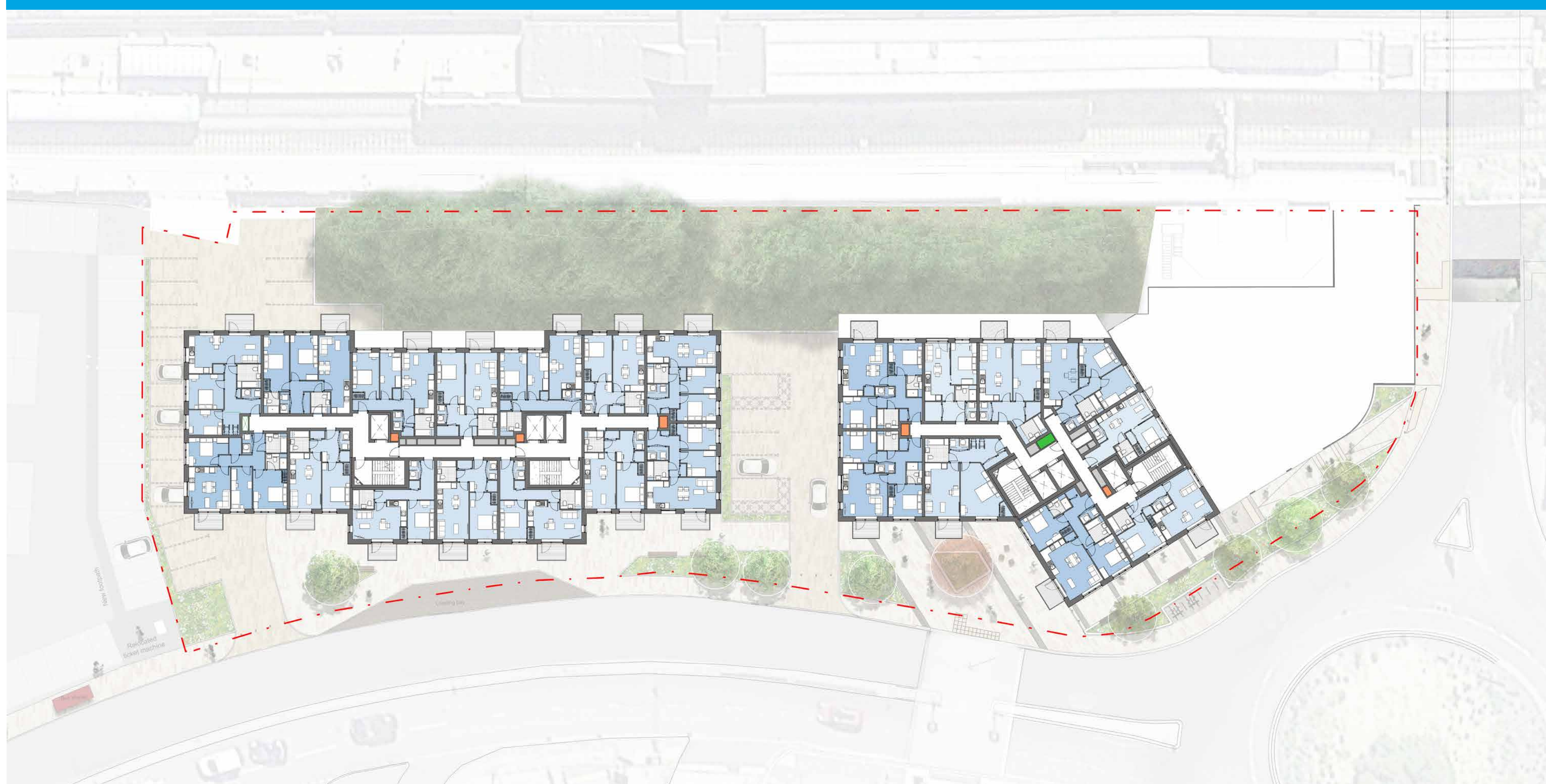
Architecturally the buildings will use durable high-quality materials, such as brick, with a focus on the traditional Redhill colours, bonds and detailing that characterise the towns' identity.

	Building A	Building B
Studio and one bed room units	63	81
Two bedroom units	55	55
Three bedroom units	8	6
Indicative total units	126	142
Of which:		
M(4) 1	0	0
M(4) 2	117	136
M(4) 3	9	6

Residential floorplan (ground)



Residential typical floorplan (upper)





Summary of benefits



The proposals have been structured to support the continued regeneration of Redhill town centre in line with planning policy.

Key benefits include:

- Creation of a new public transport gateway to the town, connecting rail and bus uses, with a high-quality pedestrian friendly public realm
- Expanded, fully accessible station facilities, at both Princess Way and Redstone Hill.
- Delivery of new high-quality homes within the town centre providing activation to the day and night time economy.
- The completed scheme will contribute approximately £1.9m of GVA (gross value addition) to the local economy per annum.
- Reduces development pressure for release of greenbelt land and development in more sensitive locations around the district, whilst ensuring homes are provided in the most sustainable location.
- Supports the transition to more sustainable transport modes with improvements in cycling facilities, electric vehicle charging and most importantly cross modal public transport integration between bus and rail.

Have your say . . .

We hope to further develop the proposals set out today into a formal planning application over the coming months. Ahead of the submission we are engaging with stakeholders, special interest groups and individual members of the public, looking for insights on how the proposals may be improved?

Feedback methods are

1. Fill out a feedback form and hand it in to a member of our exhibition team or drop it in the ballot box
2. Complete our electronic feedback form available on our website at <https://solumredhillstation.co.uk/>

So we can ensure feedback is properly considered we are asking that all feedback is returned by 11th February 2023

Your consideration and input is greatly appreciated

Solum Redhill Station project team