

CHAPTER 10 - SHOPPING

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10.1 **INTRODUCTION**

- 10.1.1 Epsom is one of the county's leading second-tier shopping centres similar to Camberley, Staines and Woking and is the main centre for convenience and comparison goods shopping in the Borough. Outside Epsom town centre and the Kiln Lane retail area Epsom, there are 17 shopping centres with 5 or more units. Of these, the four most important are Ewell village, Stoneleigh Broadway, Kingston Road/Ruxley Lane and Kingston Road/Bradford Drive which are classed as secondary town centres. The boundaries of the town centres as shown on the Proposals Map are based on the extent of their retail area but include a variety of other uses. Shopping centres which have between 5 - 12 units are classed as shopping parades and together with secondary town centres and a small number of isolated shops meet day-to-day requirements, topping up the more infrequent but longer shopping trips to town centres and out-of-town superstores. Throughout the chapter, the term 'shopping centre' is used to apply to Epsom town centre shopping area, secondary town centres and local shopping centres and parades. The distribution of these shopping centres within the Borough is shown on Diagram 1. Such local shopping facilities are of vital importance to the local residents who are dependent on them.
- 10.1.2 Some local residents also look to centres just outside the Borough boundaries for shopping; the Worcester Park and North Cheam centres in the London Borough of Sutton for example attract shoppers from Stoneleigh and East Ewell, and the Tattenham Corner centre in Reigate and Banstead provides a service for residents in the eastern part of the Borough. The Borough is also situated close to the regional centres of Kingston and Croydon and the large centre of Sutton. Other nearby shopping centres include Leatherhead, Reigate and Redhill. Major out-of-centre retail developments close to the Borough include Tesco at New Malden and Woodbridge, Asda at Burgh Heath, Savacentre at Colliers Wood, Payless and B & Q, both on the A3 Kingston By-pass, MFI, Power House, Texas, Allied Carpets and Halfords at the A3 Burlington Road park, New Malden and the retail park situated at Purley Way in Croydon. These all attract some trade from residents of the Borough.
- 10.1.3 The Borough did not escape the effects of major out-of-centre retail developments, changes in shopping patterns and the recession in the early 1990s and the numbers of vacant retail units in the Borough reached relatively high levels, particularly in Epsom town centre. The opening in March 1994 of the Sainsburys superstore off Kiln Lane, Epsom on the site of the former Peel Centre retail warehouse park, was made possible by the conversion of a large amount of vacant durable goods retail floorspace to convenience goods retail floorspace, but has itself increased the pressure on smaller shops selling convenience goods in established shopping centres elsewhere in the Borough.
- 10.1.4 1997 forecasts indicate a continuing surplus of convenience goods retail floorspace throughout the plan period and a much smaller shortage of durable goods retail floorspace towards the latter part of the plan period. There is, however, a recognised need to provide a limited amount of new convenience goods retail floorspace in close proximity to some of the new residential development which is planned for parts of the Epsom Hospitals Cluster.

10.1.5 Shopping habits are constantly evolving. Higher levels of disposable income and car ownership have led to increased expenditure on services and durable goods, fewer shopping trips and greater use of the car. Changes in shopping habits have been accompanied by changes in the operations of the retail sector which have increased efficiency, reduced costs and improved convenience for customers. These changes have tended to favour the major out-of-centre retail developments and larger shopping units. This chapter sets out the Council's land use policies for ensuring a good provision of suitably located shopping facilities within the Borough.

10.2 **POLICY CONTEXT**

Government policy

10.2.1 The Government's key objectives for retailing are:

- to focus development, especially retail development, in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car;
- to maintain an efficient, competitive and innovative retail sector;
- to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport.

10.2.2 The Government also stress the importance of maintaining and enhancing a town centre's vitality and viability which depends on:

- retaining and developing a wide range of attractions and amenities;
- creating and maintaining an attractive environment;
- ensuring good accessibility to and within the centre;
- attracting continuing investment in development or refurbishment of existing buildings.

10.2.3 Local authorities are advised to adopt a sequential approach in selecting sites for shopping developments. Preference should be given to town centre sites followed by edge-of-centre sites, district and local centres and only then to out-of-centre sites in locations that are accessible by a choice of means of transport. Proposals for retail developments should then be assessed in relation to their impact on the vitality and viability of nearby towns, town centres and local centres, accessibility by a choice of means of transport and their impact on overall travel and car use.

10.2.4 Retailing uses need to be accessible to a large number of people. Major generators of travel should be located in existing centres, where access by a choice of means of transport is easy and convenient. Local shopping centres which offer a range of everyday community, shopping and employment

opportunities should be strengthened and safeguarded. Local plan policies should promote mixed use development and the retention of key town centre uses.

County Structure Plan policy

- 10.2.5 The County Council has produced various monitoring and area based studies of population, floorspace and retail expenditure which quantify the amount and type of additional floorspace that may be required in the County. The retail policies of the Surrey Structure Plan are intended to allow limited additional provision of retail floorspace which meets the needs of Surrey residents.
- 10.2.6 The Structure Plan views the continued viability and vitality of town centres as a whole as particularly important, and an emphasis on retail provision in town centres is seen as being more compatible with the strategy of the Plan, including the need to encourage the use of public transport and discourage the use of the car. For these reasons, it is considered that retail investment should be concentrated on town centres rather than be diverted to out-of-centre sites.
- 10.2.7 The Structure Plan does, however, recognise that out-of-centre stores have significantly improved the range and quality of retail facilities available to shoppers, whilst assisting in relieving town centre congestion. It does not therefore rule out-of-centre provision in all circumstances, but it does set out a presumption against any type of out-of-centre retail development with regional and sub-regional significance.

10.3 OBJECTIVES

- 10.3.1 The Council considers that Epsom town centre should maintain its role as a second tier shopping centre providing a wide range of convenience and comparison shopping facilities and that the vitality and viability of the Borough's shopping centres should continue to be underpinned by their retail function. Secondary town centres, local centres and parades and individual shops have significant economic and social functions; they offer a particularly important and convenient service for those who are less mobile, especially people with physical disabilities and elderly people, families with small children, and those without the use of a car. Given the surplus retail floorspace within the Borough, a qualitative rather than a quantitative improvement in shopping provision within the Borough would appear desirable.
- 10.3.2 Shopping centres also fulfil a number of other functions which make an important contribution to their vitality and viability and there would appear to be scope for some further diversification in Epsom town centre and in the secondary town centres and local centres in cases where such non-retail uses would not harm the vitality and viability of these centres.
- 10.3.3 The Council has accordingly identified the following objectives:-

Blank for Diagram 1 – Shopping Centres.

Diagram 1

Table 1 - Summary of Units in Shopping Frontages

Table 1 - Summary of Units in Shopping Frontages

<u>SHOPPING CENTRES</u>	TOTAL UNITS	RETAIL UNITS	NON- RETAIL UNITS	% UNITS NON- RETAIL
<u>SECONDARY TOWN CENTRES</u>				
1. Ewell Village	113 (8)	68 (3)	45 (5)	40%
2. Stoneleigh Broadway	81 (7)	63 (7)	18 (0)	22%
3. Kingston Road - Bradford Drive	49 (5)	37 (4)	12 (1)	25%
4. Kingston Road - Ruxley Lane	49 (5)	30 (3)	19 (2)	39%
<u>LOCAL CENTRES</u>				
5. Chessington Road - Plough Road	32 (3)	24 (2)	8 (0)	25%
6. Pound Lane, Epsom	21 (3)	17 (0)	4 (0)	21%
7. Chessington Road - Green Lanes	17 (3)	13 (0)	4 (0)	26%
8. Ewell By-Pass, Ewell	17 (1)	12 (1)	3 (0)	19%
9. Vale Road, Worcester Park	13 (0)	9 (0)	4 (0)	31%
10. Manor Green Road	12 (0)	11 (0)	1 (0)	8%
<u>SHOPPING PARADES</u>				
11. Poole Road, West Ewell	11 (1)	8 (0)	3 (0)	30%
12. East Street, Windmill Lane	9 (1)	7 (0)	2 (1)	22%
13. Langley Vale, Epsom (split centre)	8 (1)	8 (1)	0 (0)	12%
14. Chessington Road, Ruxley Lane	6 (0)	2 (0)	4 (0)	66%
15. Hollymoor Road, Sefton Road	6 (0)	4 (0)	2 (0)	33%
16. Ruxley Lane, Gatley Avenue	5 (1)	5 (1)	0 (0)	0%
17. Spa Drive, The Wells	5 (1)	4 (1)	1 (0)	20%
TOTAL SECONDARY TOWN CENTRES, LOCAL CENTRES & PARADES	437 (39)	322 (23)	130 (9)	26%
<u>EPSOM TOWN CENTRE SHOPPING AREA</u>				
Epsom Shopping Area (excl Ashley Centre)	226 (7)	134 (5)	92 (2)	41%
Ashley Centre	60 (7)	59 (6)	1 (1)	2%
TOTAL EPSOM CENTRE SHOPPING	286 (14)	193 (11)	93 (3)	32%
<u>KILN LANE RETAIL AREA</u>	3 (0)	3 (0)	0 (0)	0%

N.B. The figures in brackets show the number of vacant shops for that total
Source - Epsom & Ewell Shopping Survey May 2000.

1. To sustain and enhance the vitality and viability of the Borough's shopping centres whilst ensuring that Epsom town centre retains its position as one of the County's leading second tier shopping centres;
2. To ensure that a balance is retained between Epsom town centre and the other shopping centres in the Borough so that the local shops provide a complementary, not necessarily an alternative, service for the community;
3. To seek the improvement of shops and to encourage new shops which will broaden the range and quality of shopping in the Borough;
4. To secure an improvement in the environment of the Borough's shopping centres which will make them more attractive to shoppers;
5. To ensure that local shopping remains available for residents who are dependent on it or who wish to shop locally;
6. To secure the provision of adequate car parking facilities and convenient access to shops for all people particularly those with physical and sensory disabilities.

10.4 NEW DEVELOPMENT IN OR ADJACENT TO EXISTING CENTRES

- 10.4.1 The Council considers that the range of shopping facilities available in the Borough is broadly adequate to meet the needs of local residents and that the balance, which now exists both between existing shopping centres in the Borough and between these centres and shopping centres outside the Borough, should be retained. There are no allocated sites for retail development in the Borough except for the proposed local centre at the Epsom Hospitals Cluster. The emphasis of the Council's policies is on qualitative improvements to the existing shopping provision rather than on the further growth of retail floorspace.
- 10.4.2 The Council anticipates that any major new retail proposals which come forward, whether for convenience or durable shopping, will be able to be accommodated within or adjacent to Epsom town centre shopping area. Extensive redevelopment is not envisaged, but it is considered that extensions and redevelopment may be appropriate to maintain trade, particularly in the eastern part of High Street, Upper High Street and the fringes of the shopping area. However, all development proposals are expected to respect the scale and character of Epsom Town Centre, particularly where proposals have an impact on Conservation Areas and Listed Buildings.
- 10.4.3 Outside Epsom town centre, the Borough contains 4 secondary town centres, 6 local centres, and 7 smaller shopping parades. These are listed in Table 1. These provide essential services for day-to-day needs, often including food shops, newsagents, chemists and post offices. It is recognised that shopping patterns that currently prevail are different from those when most local shops were established. However, as indicated in paragraph 10.3.3, the Council's objectives include sustaining the existing centres and ensuring that local shopping remains. The Government's

objectives, as indicated in paragraph 10.2.1, include focusing development where there is an opportunity to use means of transport other than the private car. As indicated in paragraph 10.2.3, in selecting sites for shopping centres, first preference should be given to existing centres and land adjacent to them. It is therefore proposed that development which would enhance the vitality and viability of these centres should be permitted subject to the requirements of other Local Plan policies. Relevant policies in judging the appropriateness of the scale and character will include those in Chapter 6 – Built Environment and Chapter 14 – Control of Development, which deal with considerations such as Conservation Areas, Listed Buildings and residential amenity.

SH1 NEW RETAIL DEVELOPMENT IN OR ADJACENT TO EXISTING SHOPPING CENTRES WILL BE PERMITTED PROVIDED THAT IT:

- (I) IS OF A SCALE AND CHARACTER THAT IS APPROPRIATE TO THE CENTRE: AND**
- (II) WOULD SUSTAIN OR ENHANCE ITS VITALITY AND VIABILITY.**

10.5 MAJOR NEW RETAIL DEVELOPMENTS

- 10.5.1 The Council wishes to encourage qualitative improvements to the existing shopping provision for specific needs which are judged to be deficient and recognises that there is some scope for large new stores to bring about desirable qualitative improvements in shopping provision in Epsom town centre and in the Borough's secondary town centres without undermining the existing hierarchy. Although not based upon full survey information, the Council considers that following completion of the large retail element of the former Indoor Market site redevelopment, there is no overriding need for additional floorspace for large new store units outside Epsom town centre and the secondary town centres. Consequently, no major additional retail sites have been allocated in the Plan.
- 10.5.2 The Council is concerned that the development of major new shopping facilities (defined as over 2,500sq.m gross floorspace) outside of Epsom town centre and the secondary town centres both within and near to the Borough could undermine the vitality and viability of its shopping centres and lead to an increase in the need to travel by car.
- 10.5.3 Government guidance defines retail warehouses as large single-level stores specialising in the sale of household goods and bulky DIY items, catering mainly for car-borne customers and often in out-of-centre locations. Retail warehouses typically exceed 1,000 sq.m gross floorspace, but do not necessarily exceed 2,500 sq.m gross floorspace. There are three retail warehouses in the Borough: two situated off Kiln Lane, Epsom, and one situated on the Ewell by-pass. The Government guidance recognises that large stores selling bulky goods may not be able to find suitable town centre or edge-of-centre sites, but indicates that the sequential approach applies to comparison shopping. There may well be scope for

the redevelopment of existing retail floorspace to provide additional retail warehouse floorspace, and it is not considered that there will be an overriding need for provision on new sites. Consequently, no retail warehouse sites have been allocated in the Plan.

10.5.4 In accordance with recent Government guidance on the importance of the sequential approach, the Council will expect proposals for major new retail development to be located in the Epsom town centre shopping area. Exceptionally, where such sites cannot be made available, there may be limited scope for development outside Epsom town centre shopping area. Preference will be given to sites on the edge of Epsom town centre shopping area and secondary town centres, then to local centres and out-of-centre sites, which are accessible by a choice of means of transport.

10.5.5 The boundaries of Epsom town centre in accordance with Government guidance, define the extent of town centre uses. The town's main shopping area is also included within the town centre boundary and is identified on the Town Centre proposals map inset.

SH2 FURTHER MAJOR RETAIL DEVELOPMENTS AND RETAIL WAREHOUSING WILL ONLY BE PERMITTED WITHIN EPSOM TOWN CENTRE SHOPPING AREA. WHERE IT HAS BEEN DEMONSTRATED THAT THERE ARE NO SUITABLE SITES, PREFERENCE WILL BE GIVEN TO A SITE ON THE EDGE OF EPSOM TOWN CENTRE SHOPPING AREA OR WITHIN THE SECONDARY TOWN CENTRES, AND ONLY THEN TO LOCAL CENTRES AND OUT-OF-CENTRE SITES IN LOCATIONS ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT. IN SITES OUTSIDE THE EPSOM TOWN CENTRE SHOPPING AREA, PERMISSION WILL ONLY BE GRANTED PROVIDED THAT:

- (I) EITHER IN ISOLATION OR IN COMBINATION WITH SIMILAR DEVELOPMENTS IN THE VICINITY, THE PROPOSED DEVELOPMENT WOULD NOT HAVE AN UNACCEPTABLE IMPACT ON THE VITALITY OR VIABILITY OF OTHER SHOPPING CENTRES;**
- (II) A DEMONSTRABLE NEED EXISTS IN TERMS OF ESTIMATED GROWTH IN EXPENDITURE WITHIN THE CATCHMENT AREA; AND**
- (III) THE IMPACT ON OVERALL TRAVEL PATTERNS AND CAR USE IS TO REDUCE THE NEED TO TRAVEL, TO REDUCE RELIANCE ON THE CAR AND TO FACILITATE MULTI-PURPOSE TRIPS.**

10.6

OTHER DEVELOPMENT IN SHOPPING CENTRES

Changes of Use

- 10.6.1 Within the Borough's shopping centres, changes have occurred in recent years in the type of occupant and, as a result, in their character and function. Estate agents, insurance and accountancy advisers, employment agencies and surgeries have over the years taken their place beside the banks and building societies thereby further reducing the number of retail units in the centres. However, there would seem to be a trend towards the reduction in the number of banks and building society outlets in shopping centres and an increasing demand for the change of use of retail units to restaurants and take-away hot food uses. Table 1 lists the shopping centres within the Borough together with details of the numbers of retail and non-retail uses and vacant units within them.
- 10.6.2 Some non-retail uses can provide a useful service to local residents and can resemble shops in operation. Restaurants in particular can help to sustain activity in shopping centres during the evenings when the shops are normally closed. However the conversion of too many shops into such restaurant and office uses could pose a threat to the continued viability of the Borough's shopping centres.
- 10.6.3 Epsom town centre consists of a variety of interdependent land uses and the vitality and viability of the town centre depends on the range and quality of activities taking place there. However, the Council considers that the retail function should continue to underpin the vitality and viability of the town centre.
- 10.6.4 Epsom town centre is relatively compact. However, the Ashley Centre and the western half of High Street are the most popular shopping areas. With the focus of town centre retailing towards the western end of the town, there is concern that the shopping function of both Upper High Street and the eastern part of High Street will decline, that service uses could proliferate and that the retail vitality and viability of this part of Epsom town centre could be undermined.
- 10.6.5 The Council will, therefore, use its powers to prevent non-retail uses taking over shop units where the vitality and viability of the town centre would be harmed. The Council has found that the character and vitality and viability of the town centre can be harmed where non-retail units are established in concentrations of more than two adjacent shop units or their frontage equivalent (ie. 6.0 - 7.0 metres).
- 10.6.6 Secondary town centres, local centres and parades are primarily retail centres and the introduction of non-retail uses will be resisted where the range of retail facilities would be adversely affected. Where the range of basic retail facilities is unaffected, non-retail uses can be accommodated if the type, amount and locations of such uses are carefully regulated. Appropriate non-retail uses should normally be located in peripheral areas so that the retail core is maintained.
- 10.6.7 The Council will seek to control changes of use of premises from retail to non-retail uses by assessing proposals in the light of the Plan policies which seek to protect and enhance the retail vitality and viability of shopping centres. This is particularly important for older and less mobile people. Secondary town centres are more able

to accommodate non-retail uses without harm to their retail character and vitality, but the smaller a shopping centre is and the fewer other convenience shops or centres there are nearby, the more important it is to retain retail shops. The Council has found that the character and vitality and viability of secondary town centres, local centres and parades can be harmed where non-retail units are established in concentrations of more than two adjacent shop units or their frontage equivalent (ie. 6.0 - 7.0 metres).

SH3 WITHIN THE SHOPPING CENTRES, CHANGES OF USE OF SHOP UNITS WILL BE PERMITTED PROVIDED THAT THE DEVELOPMENT WOULD NOT HARM THE VITALITY AND VIABILITY OF THE CENTRE; THE FOLLOWING FACTORS WILL BE TAKEN INTO ACCOUNT WHEN DETERMINING APPLICATIONS FOR THE CHANGE OF USE OF GROUND FLOOR SHOP UNITS:

- (I) WHETHER THE RESULTING LENGTH OF NON-RETAIL FRONTAGE WOULD HARMFULLY DISRUPT THE RETAIL ELEMENT OF THE CENTRE;**
- (II) THE EXISTING USE OF THE SHOP UNIT AND THE EXISTING NUMBER, RANGE AND FRONTAGE LENGTHS OF RETAIL AND NON-RETAIL UNITS WITHIN THE PARADE IN WHICH THE SHOP UNIT IS SITUATED;**
- (III) THE VISUAL PROMINENCE OF THE UNIT WITHIN THE SHOPPING FRONTAGE;**
- (IV) THE NEED TO RETAIN SHOP UNITS HAVING REAR SERVICING FACILITIES;**
- (V) WHETHER OR NOT THE UNIT IS SUITABLE FOR LETTING FOR SHOPPING PURPOSES;**
- (VI) THE EXTENT OF ANY ADDITIONAL CAR PARKING GENERATION;**
- (VII) WHETHER OR NOT THE PROPOSAL WOULD LEAD TO ANY UNUSUAL OR ADDITIONAL TRAFFIC GENERATION CHARACTERISTICS; AND**
- (VIII) IN CENTRES OTHER THAN THE EPSOM TOWN CENTRE SHOPPING AREA, WHETHER THE PROPOSED USE WOULD ADD TO THE VIABILITY OF CONVENIENCE SHOPS WITHIN THE CENTRE.**

Redevelopment of Shopping Centres Outside Epsom Town Centre

10.6.8 Secondary town centres, local centres, parades and individual shops play a vital role in meeting the shopping and social needs of the community, especially elderly people who visit shops regularly to buy food, obtain prescriptions and collect their pensions and the essential requirement is to retain the range of basic shopping facilities in shopping centres. Many local residents, in particular those who are elderly, do not have the use of a private car and are dependent on local shops within reasonable walking distance. A reasonable walking distance for elderly people is considered to be no more than 0.8 kilometre (0.5 mile). This is the distance which would on average be covered by elderly people in about 10 minutes.

10.6.9 The Council's overall concern is for the continued vitality and viability of its existing centres. The Council does recognise however that, very often, it is the variety of activities and uses in secondary town centres, local centres and parades which give them their identity and special character. The Council wishes to see this continue and will encourage appropriate new uses in shopping centres to meet local needs, particularly where they would add to the viability of convenience shops locally. Apart from shopping, secondary town centres and local centres are often the most convenient places for local advice centres, small space users such as studios, charity shops, repair workshops, small cafes, and for play groups and day-time meeting places for groups of people.

~~SH4 REDEVELOPMENT PROPOSALS IN SECONDARY TOWN CENTRES, LOCAL CENTRES AND PARADES WILL BE ASSESSED IN TERMS OF THEIR IMPACT ON THE VITALITY AND VIABILITY OF THE SHOPPING AREA. PROPOSALS WHICH WOULD RESULT IN THE LOSS OF CONVENIENCE SHOPS WILL NOT BE PERMITTED UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT SATISFACTORY ALTERNATIVE FACILITIES ARE AVAILABLE WITHIN REASONABLE WALKING DISTANCE.~~

10.7 CONVENIENCE STORES AT PETROL FILLING STATIONS

10.7.1 The volume of non-petrol retail sales from petrol filling station forecourts has increased significantly in recent years. Convenience stores at petrol filling stations can reduce the number of journeys by car by allowing trips to be combined. However, the Council is concerned that such developments should not harm the vitality and viability of existing shopping centres.

~~SH5 PLANNING PERMISSION WILL BE GRANTED FOR CONVENIENCE STORES AT PETROL FILLING STATIONS WHICH WOULD NOT INDIVIDUALLY OR CUMULATIVELY SERIOUSLY HARM THE VITALITY AND VIABILITY OF EXISTING SHOPPING CENTRES WITHIN THE BOROUGH. WHERE SUCH PROPOSALS WOULD OTHERWISE BE UNACCEPTABLE, PLANNING PERMISSION WILL ONLY BE GRANTED SUBJECT TO CONDITIONS RESTRICTING THE~~

~~**EXTENT OF THE RETAIL FLOORSPACE AND THE RANGE OF
GOODS WHICH CAN BE SOLD.**~~

10.8 PARKING AND SERVICING

10.8.1 The character of Epsom town centre and a number of other shopping centres is damaged by problems associated with parking and servicing arrangements. In the case of Epsom town centre, most of the properties fronting the southern side of the eastern half of High Street have to be serviced from High Street (A24).

10.8.2 Some of the shopping centres have service roads, but there is often a conflict between parking and servicing. Two of the secondary town centres in a better situation are Kingston Road/ Bradford Drive and Stoneleigh Broadway where parking spaces have been marked out. Many of the shopping centres also suffer because of the visual separation caused by main road traffic. Chessington Road/Plough Road has an off-street car park, but delivery vans are forced to park on the pavement due to the narrow width of Chessington Road. Parking is particularly problematic in the Kingston Road/Ruxley Lane shopping centre. The Council is reviewing parking and servicing arrangements in the Borough's shopping centres and will seek to provide or promote improvements where appropriate in the following ways:-

- (I) the provision of additional public car parking spaces by means of improvements to the layout of existing facilities and on new sites where appropriate;
- (II) the requirement that new development proposals make appropriate provision for car parking in accordance with the standards which are set out at Appendix 1 (see Policy MV8);
- (III) the promotion of schemes for the environmental enhancement of shopping centres which would provide encouragement to shop owners to provide additional off-street car parking spaces where appropriate.

SH6 PLANNING PERMISSION WILL NOT BE GRANTED FOR PROPOSALS WHICH INVOLVE THE LOSS OF EXISTING PUBLIC CAR PARKING FACILITIES AND REAR SERVICING ROADS IN THE BOROUGH'S SHOPPING CENTRES.