

Schedule of Proposed Main Modifications (MM)

This document sets out a schedule of proposed Main Modifications to the Draft Runnymede 2030 Local Plan (Part 2). Text which would be added to the plan as a consequence of these modifications is shown **underlined and in bold** and text which would be removed from the plan as a consequence of these modifications is shown ~~struck through~~. All paragraph, table and page numbers refer to the Draft Runnymede 2030 Local Plan (Part 2).

Modification Reference	Page, Para/Policy /Table or Plan	Existing Text	Modified Text	Justification
2. Legislative and Planning Policy Context				
MM1	The National Planning Policy Framework, Para 2.9	The Government streamlined national planning policy with the adoption of the NPPF in March 2012. The Framework includes a set of national planning policies covering the economic, social and environmental aspects of development and these policies must be taken into account in preparing Local Plans, but the NPPF does not dictate how Plans should be written; rather, it provides a framework for producing distinctive Plans that meet local needs. The 'golden thread' running through the document is the 'presumption in favour of sustainable development'. A public consultation on proposed revisions to the NPPF has recently closed. The intention expressed in paragraph 209 of the consultation draft of the NPPF however is that, 'The policies in the previous Framework will apply for the purpose of examining plans, where those plans are	The Government streamlined national planning policy with the adoption of the NPPF in March 2012. The 2012 Framework includes a set of national planning policies covering the economic, social and environmental aspects of development and these policies must be taken into account in preparing Local Plans, but the 2012 NPPF does not dictate how Plans should be written; rather, it provides a framework for producing distinctive Plans that meet local needs. The 'golden thread' running through the document is the 'presumption in favour of sustainable development'. A public consultation on proposed revisions to the NPPF has recently closed. The intention expressed in paragraph 209 of the consultation draft of the NPPF however is that, 'The policies in the previous Framework will apply for the purpose of examining plans, where those plans are submitted on or before [] [this will be the date which is six months after the date of the final	To provide an up to date description of national planning policy.

		submitted on or before [] [this will be the date which is six months after the date of the final Framework's publication]. In these cases the examination will take no account of the new Framework'.	Framework's publication]. In these cases the examination will take no account of the new Framework'. <u>A new NPPF was published in February 2019. Within the implementation chapter of this Framework it states at paragraph 214, 'The policies in the previous Framework published in March 2012 will apply for the purpose of examining plans, where those plans were submitted on or before 24 January 2019.'</u>	
MM2	The Surrey Nature Partnership, Para 2.28	The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities.	The Surrey Nature Partnership (SNP) is one of several Local Nature Partnerships which, after successful application by a group of local organisations, were recognised by DEFRA in August 2012. The SNP seeks to bring together expertise from all sectors, including Local Planning Authorities, to ensure that the natural environment can continue to contribute to the economy, health and well-being of the County's communities. <u>The SNP works closely with the Surrey Wildlife Trust, who manage protected areas outside of the borough.</u>	To illustrate that SWT plays an important management role in protected sites that have an effect in the borough.
5. Strategy for Sustainable Development				

MM3	Local Plan Objective 2 (Supporting Local People), Para 5.7	2) To support the delivery of at least 7480 high quality additional homes in Runnymede in the period 2015-2030 (an average of 498 homes a year) including the delivery of affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	2) To support the delivery of at least 7480 7507 high quality additional homes in Runnymede in the period 2015-2030 (an average of 500 498 homes a year) including the delivery of affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To update the minimum net additional housing provision over the plan period and reflect that in the average homes per year.
MM4	Para 5.13, second sentence	Regulation 102 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.	Regulation 402 105 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites.	To ensure accuracy.
MM5	New para after 5.13	n/a	<u>Policies within the Local Plan are considered strategic policies where they set out an overarching strategy for the pattern, scale and quality of development and make sufficient provision for development (including housing etc), infrastructure, community facilities and the conservation and enhancement of the natural and built environment. All policies in the plan are considered to be fulfilling these purposes (and those identified in paragraph 156 of the 2012 NPPF) and are therefore strategic policies, except the policies listed below which are considered non-strategic: SL19, SL21, SL24, SL25, SL26, SL27, SL28, EE4, EE5, EE6, EE7, EE8, EE14, EE15, EE16, EE17, EE18, EE19, IE12 and IE13.</u>	To make explicit which plan policies are strategic and which are non-strategic as per para 184 of the 2012 NPPF and para 21 of the 2019 NPPF.
Policy SD1: Presumption in favour of sustainable development				

MM6	Policy SD1 and background text	<p>Presumption in favour of sustainable development</p> <p>5.14 At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 Over the period of the Local Plan, the Council will continue to take a positive approach to decision making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p>Policy SD1: Presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean</p>	<p>Presumption in favour of sustainable development</p> <p>5.14 At the heart of the NPPF is a presumption in favour of sustainable development; this is the golden thread running through both plan-making and decision-taking. Consequently, development that is sustainable and is in accordance with the development plan should be permitted without delay. The presumption in favour of sustainable development in the Runnymede Local Plan provides the necessary foundation to ensure that development proposals are acceptable within the context of the development plan and the NPPF.</p> <p>5.15 Over the period of the Local Plan, the Council will continue to take a positive approach to decision making and there will be a presumption in favour of sustainable development with the encouragement of sustainable and high quality development throughout the Borough.</p> <p>Policy SD1: Presumption in favour of sustainable development</p> <p>When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will work proactively with applicants with the aim of finding solutions that mean that</p>	<p>For brevity as the presumption in favour of sustainable development is already explicit in the NPPF.</p>
-----	--------------------------------	--	--	---

		<p>that proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p>Justification for inclusion of policy</p> <p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the</p>	<p>proposals can be approved wherever possible, thus securing development that improves the economic, social and environmental conditions in the Borough and fulfils the objectives of the Local Plan.</p> <p>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</p> <p>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether:</p> <p>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the National Planning Policy Framework taken as a whole; or</p> <p>b) Specific policies in that Framework indicate that development should be restricted.</p> <p>Justification for inclusion of policy</p> <p>5.16 The NPPF emphasises that all Local Plans should be based upon and reflect the presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within</p>	
--	--	---	---	--

		<p>presumption in favour of sustainable development. The principle informs both the policies and site allocations contained within the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>	<p>the Runnymede Local Plan and will be used to guide decision makers.</p> <p>5.17 LPAs are encouraged to include a policy within their Local Plan that embraces the presumption in favour of sustainable development. Policy SD1 meets this requirement and adopts the model wording suggested.</p> <p>5.18 Policy SD1 also supports all of the Local Plan objectives.</p>	
Policy SD2: Spatial Development Strategy				
MM7	New paragraphs after 5.21	n/a	<p><u>During the course of Plan preparation, the Council made the decision to reduce the Plan period so that instead of ending in 2035, the Plan period now ends in 2030. This change in approach occurred following the Additional Sites and Options stage when the Council identified that set against its annual housing needs figure of 498dpa, it could not identify enough land to meet</u></p>	To confirm the Councils rationale for reducing the Plan period and for clarity.

			<p><u>the need for housing up to 2035 without making substantial inroads into the Green Belt beyond the adjustments that had been made in respect of the weakly performing or strategically less important Resultant Land Parcels. When the alternative options were considered the Council concluded that shortening the Plan period had significant advantages including that:</u></p> <ul style="list-style-type: none"> <u>-The Council could immediately start to deliver a significant boost to the supply of housing, employment floorspace and investment in infrastructure; and</u> <u>-It would enable the production of a future plan to be better coordinated and integrated with plans prepared by its neighbours through a second phase of the Surrey Local Strategic Statement. That would facilitate a long term, joint approach to growth across Surrey.</u> <u>- Reflect the government’s emergent policy of requiring five yearly reviews of development plans.</u> <u>-Provide a framework for the preparation of neighbourhood plans.</u> <u>-Allow the Council to respond to anticipated regional changes such as the expansion of Heathrow.</u> <p><u>The Council will commence a review of the Runnymede 2030 Local Plan as soon as possible to ensure that it is able to meet the requirement of the NPPF to complete a review of the plan within 5 years of the date of adoption of this plan. In practical terms</u></p>	
--	--	--	--	--

			<u>this will mean that the Borough Council commences its review early in 2021, in order to complete a review before the summer of 2025. The Council will be revising its Local Development Scheme during 2020 to confirm the timetable for the review. In accordance with the NPPF the review will also need to plan for a 15-year period from the date of its adoption (i.e. 2040).</u>	
MM8	Figure 1 (Key Diagram)	Key diagram to be amended so that Strodes College Lane site is an allocation site, no longer an opportunity area.		Site has been granted planning permission, so no longer considered an opportunity area.
MM9	Para 5.23	The Runnymede-Spelthorne SHMA has concluded that Runnymede is located in a HMA with Spelthorne Borough Council. The HMA covers the full extent of both Local Authority areas. The OAN for the HMA is for approximately 15451 net additional dwellings of which 7507 is generated from growth in Runnymede over the Plan period (2015 - 2030). To date, during the plan period there have been 561 completions. In contrast to this housing need there is capacity for 6919 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council's SLAA. This results in a supply over the Plan period of 7480 (or an average delivery of 498 dpa).	The Runnymede-Spelthorne SHMA has concluded that Runnymede is located in a HMA with Spelthorne Borough Council. The HMA covers the full extent of both Local Authority areas. The OAN for the HMA is for approximately 15,451 net additional dwellings of which 7507 is generated from growth in Runnymede over the Plan period (2015 - 2030). To date, during the plan period there have been 561 1628 completions. In contrast to this housing need addition , there is capacity for 6919 6292 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council's SLAA housing trajectory . This results in a total supply over the Plan period of 7480 7920 (or an average delivery of 498 529 dpa).	To update the minimum net additional housing provision over the plan period.

MM10	Para 5.30	<p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. Employment growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.</p>	<p>Thorpe Village will be removed from the Green Belt through this Local Plan, however given its position in the centre hierarchy, the village is only considered to present limited opportunities for growth over the period of the Local Plan which will be dealt with in a Neighbourhood Plan for the Thorpe Area. <u>The Council acknowledges that the neighbourhood plan being prepared for Thorpe will be assessed against the 2019 NPPF. Under paragraph 136 of the 2019 NPPF neighbourhood plans can make detailed non-strategic amendments to green belt boundaries where strategic local plan policies have established the need for strategic changes to the green belt boundaries. The Local Plan has justified the need for changes to the green belt boundaries in Runnymede given the existence of exceptional circumstances. As</u></p>	<p>To ensure consistency with paragraph 136 of the 2019 NPPF.</p>

			<p><u>such, further non-strategic changes to the Green Belt boundaries in Thorpe may occur as a result of the Thorpe Neighbourhood Plan.</u> Employment growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.</p>	
MM11	New para after 5.34	n/a	<p><u>Table 1 below shows the housing trajectory expected over the plan period as of 1st April 2019 whilst table 2 below shows the expected affordable housing trajectory as of 1st April 2019.</u></p> <p>See appendix 5 of this schedule for table 1 and 2. The existing table 1, table 2 and table 3 will be renumbered accordingly.</p>	For information.
MM12	Para 5.40	The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing information provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.	<p>The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing <u>timing</u> information provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the <u>transport assessments submitted as part of the planning applications for these sites demonstrate that the impact on the A320 would be acceptable, having particular regard to the timing of the A320 improvements works being delivered and the objective of securing the timely delivery of housing within the borough.</u> necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.</p>	To help clarify the council's approach to site delivery in the A320 corridor.

MM13	Policy SD2 1 st para, 1 st sentence	The Local Plan will make provision for a minimum of 7480 net additional dwellings over the plan period. To meet identified employment need, a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.		The Local Plan will make provision for a minimum of 7480 7507 net additional dwellings over the plan period. To meet identified employment need, a business park in the region of 20,000sqm at New Haw a 20,000sqm business park in New Haw and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan.		To update the minimum net additional housing provision over the plan period and the approximate employment floorspace at New Haw.
MM14	Policy SD2 Table 1 ¹	Settlement	Expected Minimum Growth Delivery	Settlement	Expected Minimum Growth Delivery	To reflect the most up to date information and for clarity. To also reflect the new methodology for calculating the contribution C2 older people's accommodation (as set out in government guidance accompanying the
		Addlestone including Rowtown	936 net additional dwellings 2 traveller pitches 6400sqm of net additional A class floorspace in Addlestone town centre 12,650 sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area	Addlestone including Rowtown	936 1,265 net additional dwellings (including 693 completions and -7 dwellings deriving from the provision of C2 older people's accommodation) 2 traveller pitches 6400 4,400 sqm of net additional A class floorspace in Addlestone town centre	

¹ The figures included in Table 1 are reflective of the position at 31 March 2019. The contribution of Class C2 older people's accommodation to housing provision included in the Table is calculated taking account of guidance in the Housing Delivery Test Measurement Rule Book (MHCLG 2018).

					42,650 11,700 sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area	housing delivery test and identified as 1:1.8) and student accommodation surplus can make to housing delivery.
	Chertsey including Chertsey South	1972 net additional dwellings 14 traveller pitches 31 dwellings deriving from the provision of C2 older persons accommodation 1140sqm of net additional A class floorspace in Chertsey town centre	Chertsey including Chertsey South	4072 2,212 net additional dwellings <u>(including 364 completions and -7 dwellings deriving from the provision of C2 older people's accommodation)</u> 24 traveller pitches 31 dwellings deriving from the provision of C2 older persons accommodation 1140 910 sqm of net additional A class floorspace in Chertsey town centre		
	Egham including the area of Staines upon Thames which is located in the Borough	867 net additional dwellings 171 student bedspaces 5 traveller pitches 24 dwellings deriving from the provision of C2 older persons accommodation 38,700sqm of net additional employment at the	Egham including the area of Staines upon Thames which is located in the Borough	867 951 net additional dwellings <u>(including 158 completions and 67 dwellings deriving from the provision of C2 older people's accommodation and surplus student accommodation)</u> 474 198 student bedspaces 5 traveller pitches		

			Causeway and Pinetrees Strategic Employment Area		<p>24 dwellings deriving from the provision of C2 older persons accommodation</p> <p>38,700 39,600sqm of net additional employment at the Causeway and Pinetrees Strategic Employment Area</p> <p><u>1,980 sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area</u></p> <p><u>630sqm of net additional A class floorspace in Egham Town Centre</u></p>	
		Longcross	<p>1,718 net additional dwellings</p> <p>10 traveller pitches</p> <p>23 dwellings deriving from the provision of C2 older persons accommodation</p> <p>7,350sqm net employment floorspace at the Longcross Strategic Economic Area/Enterprise Zone</p> <p>A range of A and D uses to support the new settlement</p>	Longcross	<p>4,718 1,779 net additional dwellings (<u>includes 97 completions and 33 dwellings deriving from the provision of C2 older people's accommodation</u>)</p> <p>10 traveller pitches <u>Showpeople's plots</u></p> <p>23 dwellings deriving from the provision of C2 older persons accommodation</p> <p>7,350sqm net employment floorspace at the Longcross</p>	

					Strategic Economic Area/Enterprise Zone A range of A and D uses to support the new settlement
	Virginia Water	307 net additional dwellings 2 traveller pitches	Virginia Water	307 424 net additional dwellings <u>(including 68 completions)</u> 2 traveller pitches	
	Woodham and New Haw	59 net additional dwellings 20,000 sqm net B1c/B8 floorspace	Woodham and New Haw	59 123 net additional dwellings <u>(including 39 completions)</u> <u>In the region of</u> 20,000 sqm net B1c/B8 floorspace	
	Englefield Green	365 net additional dwellings 3211 student bedspaces 91 dwellings deriving from the provision of C2 older persons accommodation	Englefield Green	365 611 net additional dwellings <u>(including 192 completions and 198 dwellings deriving from the provision of C2 older people's accommodation and surplus student accommodation)</u> 3211 3315 student bedspaces 91 dwellings deriving from the provision of C2 older persons accommodation	
	Ottershaw	261 net additional dwellings	Ottershaw	261 298 net additional dwellings <u>(including 15</u>	

			2 traveller pitches 4 dwellings deriving from the provision of C2 older persons accommodation		<u>completions and 6 dwellings deriving from the provision of C2 older people's accommodation)</u> 2 traveller pitches 4 dwellings deriving from the provision of C2 older persons accommodation	
		Thorpe	43 net additional dwellings 17 dwellings deriving from the provision of C2 older persons accommodation 1560sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area	Thorpe	43 <u>89</u> net additional dwellings <u>(including 11 completions and 28 dwellings deriving from the provision of C2 older people's accommodation)</u> 17 dwellings deriving from the provision of C2 older persons accommodation 1560sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area	
		Estates renewal (Council owned land)	144 net additional dwellings	Estates renewal (Council owned land)	444 <u>145</u> net additional dwellings	
		Other	22 net additional dwellings	Other <u>(area beyond identified</u>	22 <u>23</u> net additional dwellings <u>(includes 1 completion)</u>	

				<u>settlements included in this table, primarily the area to the west of the borough, south of M3)</u>	<u>48 traveller pitches from existing sites</u>	
		Total	6884 residential dwellings (including 190 dwellings deriving from the provision of C2 older persons accommodation) 3389 student bedspaces 35 Traveller pitches 7,540sqm of net additional A class floorspace 80,260sqm of net additional employment floorspace	Total	6884 <u>7,920</u> residential dwellings (including <u>1628 completions (including from older people's accommodation)</u>) 3389 <u>3,513</u> student bedspaces 35 <u>93</u> Traveller pitches/ <u>Showperson's plots</u> 7,540 <u>5,940</u> sqm of net additional A class floorspace 80,260 <u>80,630</u> sqm of net additional employment floorspace	
MM15	Para 5.35	In arriving at its spatial development strategy, the Council has taken account of national planning policy, responses received through public consultation, the evidence that has been prepared to support the Local Plan and the Sustainability Appraisal. The Spatial Development Strategy has been used to		In arriving at its spatial development strategy, the Council has taken account of national planning policy, responses received through public consultation, the evidence that has been prepared to support the Local Plan and the Sustainability Appraisal. The Spatial Development Strategy has been used to shape the site allocations set out in policies SL2 to		To reflect the most up to date information.

		shape the site allocations set out in policies SL2 to SL19, IE1 and IE10. It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.	SL18 SL19 , IE1 and IE7 to IE11 40 . It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.	
MM16	Para 5.37	The spatial strategy makes provision for 7480 net additional dwellings over the plan period in the borough.	The spatial strategy makes provision for 7480 7507 net additional dwellings over the plan period in the borough.	To reflect the most up to date information.

MM17	Para 5.38	<p>In the period 1st April 2015 to 31st March 2017, 561 net additional dwellings were completed in Runnymede, a shortfall of 472 units required to deliver the OAN in full over this two year period. A further 3,602 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2022) which also includes the first phases of LGV, resulting in a net delivery of 720 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the final phases of LGV and development of the remaining identified opportunity areas.</p>			<p>In the period 1st April 2015 to 31st March 2017, 561 1628 net additional dwellings were completed in Runnymede, a shortfall of 472 364 units required to deliver the OAN in full over this two four year period. A further 3,602 3517 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2017 to 2024) which also includes the first phases of LGV, resulting in a net delivery of 720 703 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first two four years of the Plan period is made up and also incorporates a buffer of 20% to allow for choice in the market and flexibility as required by the NPPF. Over the period 2021 to 2025, town centre regeneration schemes are expected to be delivered along with further phases of LGV and a number of urban extensions. In the period 2025 to 2030, the final urban extensions are expected to come forward along with the final later phases of LGV and development of the remaining identified opportunity areas.</p>			To reflect the most up to date information.								
MM18	Table 2 pf policy SD2	<table border="1"> <thead> <tr> <th data-bbox="528 1085 719 1121">Component</th> <th data-bbox="723 1085 913 1121">Dwellings</th> <th data-bbox="918 1085 1106 1121">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="528 1125 719 1356">A) Housing required 2015 - 2030 to meet objectively assessed needs</td> <td data-bbox="723 1125 913 1356">7,507</td> <td data-bbox="918 1125 1106 1356"></td> </tr> </tbody> </table>	Component	Dwellings	Notes	A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507		<table border="1"> <thead> <tr> <th data-bbox="1111 1085 1330 1121">Component</th> <th data-bbox="1335 1085 1585 1121">Dwellings</th> <th data-bbox="1590 1085 1771 1121">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="1111 1125 1330 1356">A) Housing required 2015 - 2030 to meet objectively assessed needs</td> <td data-bbox="1335 1125 1585 1356">7,507</td> <td data-bbox="1590 1125 1771 1356"></td> </tr> </tbody> </table>	Component	Dwellings	Notes	A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507		To reflect the most up to date information and new methodology for calculating the contribution C2 older people's accommodation and
Component	Dwellings	Notes														
A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507															
Component	Dwellings	Notes														
A) Housing required 2015 - 2030 to meet objectively assessed needs	7,507															

		B) Homes completed 2015/16 to 2016/17	565		B) Homes completed 2015/16 to 2016/17 <u>2018/19</u>	565 <u>1541</u>	<u>Includes some completions at Longcross GV</u> <u>Includes loss of 4 for C2-C3 conversion in 2016/17</u>	student accommodation surplus to need can make to the housing trajectory.
		C) C2 completions (÷3) 2015/16 to 2016/17	-4		C) C2 completions (÷3) 2015/16 to 2016/17 <u>2018/19 and surplus student accommodation completions (÷1.8)</u>	-4 <u>87</u>	<u>Where appropriate, a conversion from bedspace to equivalent house number (dividing by 3) has been applied up until 18/19 whereby a 1:1.8 ratio is applied</u>	
		D) Estimated supply from	507		D) Estimated supply from existing	507 <u>362</u>		

		existing planning permissions (5 net and above)			planning permissions (5 net and above)		
		E) Windfall estimate for sites of 1 – 4 dwellings	256	Assume supply will reduce by 15% from year 6 onward	E) Windfall estimate for sites of 1 – 4 dwellings*	256 <u>245</u>	Assume supply will reduce by 15% from year 6 <u>9</u> onward
		F) Prior approvals	298	Assume supply will reduce by 15% from year 6 onward	F) Prior approvals	298 <u>192</u>	Assume supply will reduce by 15% from year 6 <u>9</u> onward
		G) Contribution from C2 older accommodation (÷3)	191	15% discount applied to those with no permission or not started	G) Contribution from C2 older <u>people's</u> accommodation (÷3 <u>until 18/19 thereafter ÷1.8)</u> <u>(including 15% discount as appropriate) and surplus student accommodation (÷1.8)</u>	191 <u>295</u>	15% discount applied to those with no permission or not started <u>Where appropriate, a conversion from bedspace to equivalent house</u>

							<u>number (dividing by 3) has been applied up until 18/19 whereby a 1:1.8 ratio is applied</u>
		G) New settlement at Longcross GV	1718		G H) New settlement at Longcross GV	1718 <u>1649</u>	<u>Excluding completions and C2 contribution</u>
		H) Other strategic allocations and opportunity areas	3601		H I) Other strategic allocations and opportunity areas	3601 <u>3229</u>	
		I) Traveller accommodation on allocations	35		I Traveller accommodation on allocations	35	
		J) Housing from	452	See appendix B	J) Housing from suitable	452 <u>455</u>	See appendix B

		suitable SLAA sites including estate regeneration		for site maps	SLAA sites including estate regeneration		for site maps	
		K) Underdelivery of 15% for sites non allocations not started (C3 only)	-139		K) Underdelivery of 15% for sites non allocations not started (C3 only)	139 -134.85		
		L) Total B-K	7480		L) Total B-K	7480 7920		
		Total shortfall (against OAN over the period of the Local Plan)	27		Total shortfall/ excess (against OAN over the period of the Local Plan) *no permissions included +no permissions included	27 +413		
Policy SD3: Site Allocations								
MM19	Policy SD3 table, phasing timing column	Site 48: Hanworth Lane, Chertsey.	2017-2022		Site 48: Hanworth Lane, Chertsey.	2017-2022 52 subject to delivery of necessary mitigation on the A320		To mitigate the impacts of this site on the A320 corridor.

		Site 60: Pycroft Road, Chertsey.	2022-2027	Site 60: Pycroft Road, Chertsey.	2022-2023 2028 <u>7 subject to delivery of necessary mitigation on the A320</u>
		Site 99: Longcross Garden Village.	2017-2030	Site 99: Longcross Garden Village.	2017-2030 <u>subject to delivery of necessary mitigation on the A320</u>
		Site 231: St Peter's Hospital, Chertsey.	2019-2023 contingent on delivery of mitigation to the A320	Site 231: St Peter's Hospital, Chertsey.	2019-2023 contingent on delivery of mitigation to the A320 <u>2020-2025 subject to delivery of necessary mitigation on the A320</u>
		Site 254: Parcel B, Veterinary Laboratory site, Rowtown	2023-2026	Site 254: Parcel B, Veterinary Laboratory site.	2023-2026 <u>subject to delivery of necessary mitigation on the A320</u>
		Site 255: Chertsey Bittams, Parcel A, Green Lane	2019-2022 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel A, Green Lane	2019-2022 contingent on delivery of mitigation to the A320 <u>2023-2026 subject to delivery of necessary mitigation on the A320</u>

		Site 255: Chertsey Bittams, Parcel B, Green Lane	2022-2024 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel B, Green Lane	2022-2024 contingent on delivery of mitigation to the A320 <u>2023-2026 subject to delivery of necessary mitigation on the A320</u>
		Site 255: Chertsey Bittams, Parcel C, Green Lane	Post 2027 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel C, Green Lane	Post 2027 contingent on delivery of mitigation to the A320 <u>subject to delivery of necessary mitigation on the A320</u>
		Site 255: Chertsey Bittams, Parcel D, Green Lane	2019-2022 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel D, Green Lane	2019-2022 contingent on delivery of mitigation to the A320 <u>2021-2025 subject to delivery of necessary mitigation on the A320</u>
		Site 255: Chertsey Bittams, Parcel E, Green Lane	2022-2027 contingent on delivery of mitigation to the A320	Site 255: Chertsey Bittams, Parcel E, Green Lane	2022-2027 contingent on delivery of mitigation to the A320 <u>2023-2026 subject to delivery of necessary mitigation on the A320</u>
		Site 263: Ottershaw East, Brox Road, Ottershaw	2019-2023	Site 263: Ottershaw East, Brox Road, Ottershaw	2019-2023 <u>2023-2027 subject to delivery of necessary mitigation on the A320</u>

	Policy SD3, Site and type of scheme proposed column	Chertsey Bittams. Parcel C. Last east of Woodside Farm	Residential development incorporating a minimum of 35 net units and 2 traveller pitches	Chertsey Bittams. Parcel C. Last Land east of Woodside Farm	Residential development incorporating a minimum of 35 9 net units and 2 11 traveller pitches		For clarification and to reflect discussions with the landowner and meet Gypsy and Traveller need.
	Policy SD3 table	<i>Insert new row</i>	SLAA site reference	Site	Type of scheme proposed	Phasing	Site has been granted planning permission, so no longer considered an opportunity area.
			<u>190</u>	<u>Strodes College Lane</u>	<u>Student accommodation or flatted scheme</u>	<u>2021-2023</u>	
Policy SD4: Active and Sustainable Travel							
MM20	New para after 5.52	n/a		<u>Preparatory work has now begun on the development of a Runnymede Local Transport Strategy the purpose of which is to support sustainable growth coming forward in the Local Plan. As well as looking at current transport provision and identifying transport problems in Runnymede, the Local Transport Strategy will set out a programme of interventions to promote and encourage sustainable travel, help address local issues and mitigate the impact of future growth in the Borough.</u>			To update the work on the preparation of the local transport strategy that is complementary to the delivery of the local plan.
	Policy SD4, 5 th bullet point	Safeguarding land at the A320 as identified on the adopted Policies Map (if required) for transport related infrastructure;	Safeguarding land at the A320 as identified on the adopted Policies Map (if required) for transport related infrastructure;	<u>Refusing planning permission for any</u>			To clarify the approach to delivery of necessary mitigation works.

			<u>development which would compromise the delivery of the mitigation works required to the A320 and/or M25 Junction 11.</u>	
Policy SD6: Infrastructure provision and timing				
MM21	Policy SD6 2 nd para	Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements will be expected to mitigate their impact, whether individually or cumulatively and at a rate and scale to meet the needs that arise from that development or a phase of that development. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.	Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements will be expected to mitigate their impact, whether individually or cumulatively and at a rate and scale to meet the needs that arise from that development or a phase of that development, <u>whilst also taking account of committed development outside Runnymede which has a material impact on the infrastructure improvement required.</u> The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.	To ensure that the Plan recognises the potential cumulative impacts on infrastructure from developments within and outside the Borough.
	Policy SD6 final para	Development proposals which are dependent on the delivery of critical infrastructure projects will not be permitted or where appropriate, a phase of that project which has been identified as necessary for the development to proceed. Dependent on the timing of critical infrastructure projects the Council may instead grant permission with conditions or planning obligations restricting occupation until completion of critical infrastructure projects or phases of projects.	Development proposals which are dependent <u>rely</u> on the delivery of critical infrastructure projects will not only be permitted <u>prior to completion of that project</u> or where appropriate, a phase of that project which has been identified as necessary for the development to proceed, <u>where the council is content that the infrastructure or phase of that infrastructure will be in place within a reasonable timetable from the date of permission.</u> Dependent on the timing of critical infrastructure projects the Council may instead grant permission with conditions or planning obligations restricting <u>full or partial</u> occupation until completion of critical infrastructure projects or phases of projects.	To improve wording.

Policy SD10: Longcross Garden Village				
MM22	New para after 5.104	n/a	<p><u>Surrey County Council and Runnymede Borough Council agree in principle that the continued delivery of residential development at Longcross Garden Village, in advance of the full completion of the A320 North of Woking Scheme, is technically feasible. Runnymede Borough Council anticipates that in the order of 600 homes (excluding completions and commitments arising from the existing hybrid planning permission) could be delivered at Longcross Garden Village in advance of the full completion of the A320 North of Woking Scheme in March 2024. The precise amount and types of housing to be delivered in advance of the A320 improvements will be determined through the planning application process. The detailed transport assessments submitted with future planning applications will consider the contribution from different options for minimising the net impact of traffic on the A320 corridor in order to facilitate the continued delivery of housing at Longcross Garden Village.</u></p>	To clarify the approach to delivery at Longcross garden village.
	Policy SD10 criterion b) bullet point 2	<ul style="list-style-type: none"> At least 10 serviced pitches and/or plots for Gypsies and Travellers in groupings of at least 3 pitches in accordance with SL22; 	<ul style="list-style-type: none"> At least 10 serviced pitches and/or plots for Travelling Show People Gypsies and Travellers in groupings of at least 3 pitches in accordance with SL22; 	To meet the Council's unmet needs for plots for Travelling Show People.

Policy SD10 criterion b) bullet point 4	<ul style="list-style-type: none"> Up to a maximum of 5% non-specialist housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots and delivered in phases, to be negotiated, dependent on the type and level of demand as evidenced on the Council's Self and Custom Build register. 					<ul style="list-style-type: none"> Up to a maximum of 5% non-specialist housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots and delivered in phases, to be negotiated, dependent on the type and level of demand as evidenced on the Council's Self and Custom Build register. <u>Provision for housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots in accordance with Policy SL24.</u> 					
Policy SD10 criterion b) table	Affordable Type/Tenure	% Spilt	Size			Affordable Type/Tenure	% Spilt	Size			To correct calculation in order to be consistent with paragraph 64 of the 2019 NPPF and to reflect discussions with the councils housing department on social rented size split.
			1 bed	2 bed	3 bed			1 bed	2 bed	3 bed	
	Affordable Rent	65%	0%	65%	35%	Affordable Rent	65% 60%	0%	65%	35%	
	Social Rent	10%	25%	45%	15%	Social Rent	25% 10%	25% 20%	45% 65%	15%	
	Shared Ownership	15%	15%	50%	0%	Shared ownership <u>Affordable Home Ownership</u>	15% <u>30% (of which at least half for shared ownership)</u>	50%	50%	0%	
	Starter Homes	10%	Subject to market value threshold			Starter Homes	10%	Subject to market value threshold			
Policy SD10 criterion e) bullet point 2	Delivery of on and off site improvements to the local road network to mitigate significant impacts as set out (but not limited to) in the Infrastructure Delivery Plan (IDP) and contribution towards					Delivery of on and off site improvements to the local road network to mitigate significant impacts as set out (but not limited to) in the Infrastructure Delivery Plan (IDP) and contribution towards <u>or delivery of</u>					To address comments raised by Surrey County Council.

		improvements to the A320 as set out in the final A320 Study;	improvements to the A320 as set out in the final A320 Study;	
Policy SD10 criterion e) bullet point 3	Provide funding towards, and/or provision of, a permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including a major service centre outside of the Borough;	Provide funding towards, and/or provision of, a permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including <u>Woking</u> , as <u>the nearest</u> major <u>local</u> service centre. outside of the Borough;	To clarify that the developer is not expected to fund permanent bus services in perpetuity.	
Policy SD10 criterion e) bullet point 4	A network of safe segregated cycling and walking links within the village which provide direct connectivity between different land uses within the village, with existing settlements (including the Longcross Barracks site) and the existing routes beyond the village boundaries;	A network of safe <u>and, as far as possible,</u> segregated cycling and walking links within the village which provide direct connectivity between different land uses within the <u>garden</u> village, with <u>and</u> existing settlements <u>(including local service centres)</u> (including the Longcross Barracks site) and <u>with</u> the existing routes beyond the village boundaries;	To confirm that whilst there is an expectation that safe segregated cycling and walking links will be provided, in some limited instances an alternative solution may be more appropriate. To acknowledge that the Longcross barracks site sits within the wider garden village.	
Policy SD10 criterion e) last para	In addition to the above, traffic generation targets will be negotiated with the developers, based upon an up-to-date transport assessment and any exceedances will be monitored and mitigated through measures outlined within a site-wide transport strategy.	In addition to the above, traffic generation targets will be negotiated with the developers, based upon an up-to-date transport assessment and any exceedances will be monitored and mitigated through measures outlined within a site-wide transport strategy <u>and secured through section 106 agreement.</u>	To confirm that the monitoring and management of agreed traffic generation targets can be controlled and delivered through legal agreement.	

	Policy SD10 criterion h)	A phased approach to development demonstrating how each phase will contribute to and integrate with the design concepts of the village as a whole and be supported by the facilities & infrastructure necessary to ensure the village is a sustainable and thriving community.	A phased approach to development demonstrating how each phase will contribute to and integrate with the design concepts of the village as a whole and be supported by the facilities & infrastructure necessary to ensure the village is a sustainable and thriving community. <u>It will be expected that development is delivered at an appropriate pace, in particular with regard to necessary highways and utilities infrastructure requirements as identified in the Council's most up to date evidence of infrastructure needs and in site specific assessments.</u>	To provide assurance that the phasing of development will be closely tied to all key infrastructure, in line with the approach set out in policy SD6.
Policy SL2: Housing allocation at Brox End Nursery, Ottershaw				
MM23	Policy SL2 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site, especially FP21 and FP30 avoiding severance and re-routing;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site, especially FP21 and FP30 avoiding severance and re-routing <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	To ensure consistency with the requirements of bullet point 2 of policy SD4.
	Policy SL2 criterion f)	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the expansion of early years and primary school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	Make a financial contribution(s) either through S106 or CIL (or its successor) towards the <u>provision expansion of early years, and primary and secondary school infrastructure;</u> school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	To ensure consistency with the wording used elsewhere in the allocation policies.
Policy SL3: Housing allocation at Hanworth Lane, Chertsey				

MM24	Policy SL3 Timing	Between 2017-2022	Between 2017-2025 <u>2</u> <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.
	Policy SL3 criterion c)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing as well as links between the north and south parcels of the site;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network especially FP35 avoiding severance and re-routing <u>(unless it would improve accessibility, safety and/or, attractiveness to users)</u> as well as links between the north and south parcels of the site;	To ensure consistency with the requirements of bullet point 2 of policy SD4.
	Policy SL3 criterion h)	Relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26;	<u>h) Provide for the</u> relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College. rather than provide or contribute to outdoor sports facilities and contribute toward off-site allotment provision contrary to Policy SL26; <u>i) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided, on site wherever possible. A financial contribution towards off site allotments and enhanced outdoor sports facilities, proportionate to the development proposal will be required.</u>	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.

	Policy SL3 criterion l)	n/a	<u>l) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham.</u>	To bring the policy in line with other allocation policies in the plan in expecting a Travel Plan and Transport Assessment to be submitted.
Policy SL5: Housing allocation at Blays House, Blays Lane, Englefield Green				
MM25	Policy SL5, criteria h) and i)	h)Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms. i)Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;	h) <u>For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this it is expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.
Policy SL6: Housing allocation at Pycroft Road, Chertsey				

MM26	SL6 inset map	See Appendix 1 with this summary document which shows the difference between the existing and amended inset map at this site.		To clarify that some of the land in the north west is confirmed available but the whole area in the north west will be required to make provision for a set number of dwellings if it comes forward separately to the remainder of the allocation site.
	Policy SL6 Timing	Between 2022-2027	Between 202 23 ²⁴ -202 87 ⁸⁸ <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.
	Policy SL6 criterion c)	c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pycroft Road and provide supplementary planting with native species where necessary;	c) Take account of and retain site boundary vegetation in the design and layout of the site including TPO 235 fronting Pycroft Road and provide supplementary planting with native species where necessary; <u>This will need to be demonstrated and implemented through an appropriate landscaping strategy;</u>	To bring the policy in line with other allocation policies in the plan.

Policy SL6 criterion f)	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities for the site to link with or contribute to the A320 off road cycle route and/or National Cycle Route 4 from Chertsey to Egham;	To mitigate the impacts of this site on the A320 corridor.
Policy SL6 penultimate para	In the event that the area shown cross hatched on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	In the event that the area shown cross-hatched shaded on the above plan does not come forward at the same time as the remainder of the allocation it will be expected to provide a minimum of 100 net additional C3 residential units with the remainder of the site providing a minimum of 175 net additional C3 residential units and 5 Gypsy/Traveller pitches.	To clarify that some of the land in the north west is confirmed available but the whole area in the north west will be required to make provision for a set number of dwellings if it comes forward separately to the remainder of the allocation site.
Policy SL7: Housing allocation at Thorpe Lea Road North, Egham			

MM27	Policy SL7 criterion d)	<p>Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes in the area;</p>	<p>Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes <u>and passenger transport infrastructure and services</u> in the area;</p>	<p>To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into these allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.</p>
------	-------------------------	--	---	--

	Policy SL7 criterion g) and h)	<p>g) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.</p> <p>h) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;</p>	<p><u>g) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities and allotments will be required. Beyond this, it will be expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.</p>	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.
Policy SL8: Housing allocation at Thorpe Lea Road West, Egham				
MM28	SL8 inset map	See Appendix 2 with this summary document which shows the difference between the existing and amended inset map at this site.		To neaten up the areas of hatching and to extend the yellow line which indicates potential for access points so that it includes Clockhouse Lane East and along part of New Wickham Lane to reflect up to date discussions with the developer who is bringing forward the majority of the site.
	Policy SL8 criterion d)	d) Maximise opportunities to provide safe and attractive links to the existing public	d) Maximise opportunities to provide safe and attractive links to the existing public rights of way	To ensure consistency with the

		rights of way network in particular incorporating access to and avoiding severance and re-routing of FP37a;	network in particular incorporating access to and avoiding severance and re-routing of FP37a <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	requirements of bullet point 2 of policy SD4.
Policy SL8 criterion f)	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes in the area;	f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes <u>and passenger transport infrastructure and services</u> in the area;		To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.
Policy SL8 criterion i) and j)	i) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms. j) Provide a financial contribution towards outdoor sports facilities and allotments	<u>i) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site</u>		Wording of two criteria merged and wording amended to provide clarity about requirements; including the

	contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required;	<u>outdoor sports facilities and allotments will be required. Beyond this is will be expected that the applicant will</u> provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.	requirement that new urban land is efficiently used.
Policy SL8 penultimate para	In the event that the areas shown cross hatched on the above plan do not come forward at the same time as the remainder of the allocation they will together be expected to provide a minimum of 55 net additional C3 residential units with the remainder of the site providing a minimum of 195 net additional C3 residential units and 3 Gypsy/Traveller pitches	In the event that the areas shown cross hatched on the above plan do not come forward at the same time as the remainder of the allocation they will together be expected to provide a minimum of 55 net additional C3 residential units <u>and 1 net Gypsy/Traveller pitch</u> with the remainder of the site providing a minimum of 195 net additional C3 residential units and 3 <u>2</u> Gypsy/Traveller pitches	To ensure that the requirement for traveller pitches is provided proportionally across the different parts of the site
Policy SL8 final para	*Site Capacity Analysis evidence recommends 200 C3 units and 3 Gypsy/Traveller pitches but assumes that no development will take place within the AQMA on air quality grounds. If it can be demonstrated that development within the AQMA would not have an adverse impact on human health or on existing air quality the site could provide a higher level of development than set out in a) above.	*Site Capacity Analysis evidence recommends 250 C3 units and 3 Gypsy/Traveller pitches but assumes that no development will take place within the AQMA on air quality grounds. If it can be demonstrated that development within the AQMA would not have an adverse impact on human health or on existing air quality the site could provide a higher level of development than set out in a) above.	To ensure consistency with the Council's April 2018 addendum and criterion a) of the policy
SL9: Housing Allocation at Virginia Water North			

MM29	Policy SL9 criterion d)	d) As a departure from Policy SL26, provide open space in the form of a publically accessible park & garden with a minimum size of 0.85ha at the site rather than provide or contribute to outdoor sports facilities and allotments. If a suitable alternative piece of land can be found offsite in very close proximity, the provisions of SL26 should be met;	d) As a departure from Policy SL26, <u>For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected that open space provision for children and teenagers will be provided on site wherever possible. For other open space typologies set out in Policy SL26 the site will be expected to</u> provide <u>on-site</u> open space in the form of a publically publicly accessible park & garden with a minimum size of 0.85ha, at the site rather than provide or contribute to outdoor sports facilities and allotments. If a suitable alternative piece of land can be found offsite in very close proximity, the provisions of SL26 should be met;	To provide clarity about the open space requirements for the site and to correct grammar.
	Policy SL9 criterion g)	g) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to the Christchurch Road off road cycle route to Virginia Water rail station;	g) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment, exploring opportunities for the site to link with or contribute to the Christchurch Road off road cycle route to Virginia Water rail station <u>and to improve pedestrian access to public transport links;</u>	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies.
	Policy SL9 final para	In the event that the individual parcels of land comprising the Virginia Water North allocation do not come forward at the same time, each parcel should be brought forward for a minimum of: Merlewood – 86 net units Kenwolde – 26 net units	<u>Dependent on the release of Gorse Hill Manor and Gorse Hill House, this parcel of land may not come forward for development by 2025.</u> In the event that the individual parcels of land comprising the Virginia Water North allocation do not come forward at the same time, each parcel should be brought forward for a minimum of: Merlewood – 86 net units	To acknowledge that parcels of the site may not come forward for development by 2025.

		Gorse Hill Manor & Gorse Hill House – 6 net units Rest of Site – 2 net units	Kenwolde – 26 net units Gorse Hill Manor & Gorse Hill House – 6 net units Rest of Site – 2 net units	
Policy SL10: Housing Allocation at Virginia Water South				
MM30	Policy SL10 criterion b)	b) Take account of site boundary vegetation and the built development strategy for unit SW1 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	b) Take account of site boundary vegetation and the built development strategy for unit SS4W1 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	To change incorrect landscape unit quoted in Policy SL10.
	Policy SL10 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site to link with or contribute to off road cycle routes at Longcross Garden Village;	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment, exploring opportunities for the site to link with, with or contribute towards to off road cycle routes <u>including those</u> at Longcross Garden Village <u>and to improve pedestrian access to public transport links</u> ;	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies. To clarify the range of cycle links to be considered in association with this allocation.

	Policy SL10 criteria h) and i)	<p>h) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.</p> <p>i) Provide a financial contribution towards outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, on-site open space provision for children and teenagers in line with Policy SL26 will be required</p>	<p><u>h) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will expected be expected that open space provision for children and teenagers will be provided on site wherever possible, whilst a financial contribution towards off site outdoor sports facilities will be required. Financial contributions for allotments will not be required from this site due to local overprovision and proportionate alternative off site contributions to other green space typologies will be required. Beyond this it will be expected that the applicant will provide or contribute to any other infrastructure identified at application stage which is necessary to make the development acceptable in planning terms.</u></p>	Wording of two criteria merged and wording amended to provide clarity about requirements; including the requirement that new urban land is efficiently used.
Policy SL11: Housing Allocation at Parcel B, Vet Labs Site, Addlestone				
MM31	Policy SL11 Timing	2023-2026	2023-2026 <u>subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.
	Policy SL11, criterion b)	Take account of site boundary vegetation and the built development strategy for unit SS3 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site especially the western and northern boundaries. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	Take account of <u>TPO 421</u> , site boundary vegetation and the built development strategy for unit SS3 of the Surrey Landscape Character Assessment in the design, layout and landscaping of the site especially the western, <u>southern</u> and northern boundaries. This will need to be demonstrated and implemented through an appropriate landscaping strategy;	Wording updated to reflect the TPO which was confirmed at the site in June 2018 and ensure planting is secured at the southern boundary.

	Policy SL11 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities to link with existing off-road cycle routes;	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities to link with existing off-road cycle routes <u>and passenger transport infrastructure and services;</u>	To ensure that the thread which runs through the Local Plan which seeks to promote and secure active and sustainable transport solutions is sufficiently embedded into the allocation policies and that the policy takes opportunities to link to public transport services locally. The reference to off road cycle solutions in hindsight is considered to be unnecessarily limiting.
Policy SL12: Housing Allocation at Ottershaw East, Ottershaw				
MM32	Policy SL12 Timing	2019-2023	2019-2023 <u>2023-2027 subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.
	Policy SL12 first line of policy	This 14.1ha site is located to the south east of Ottershaw and will deliver a high quality development that will:	This 14.1 <u>6.6</u> ha site is located to the south east of Ottershaw and will deliver a high quality development that will:	To make clear that the development allocation is separate to the site's SANG.

Policy SL12 criterion a)	Make provision for 200 C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;	Make provision for a minimum of 200 C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;	To provide consistency across the allocation policies.
Policy SL12 criterion b)	Within the area shown purple on the plan above provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM;	Within the area shown purple on the plan above provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMM;	Text deleted and requirement moved to end of policy to reflect that the SANG is beyond the development site.
Policy SL12 criterion d)	c) Take account of TPO 50, site boundary vegetation and the built development strategy for unit SS4 of the Surrey Landscape Character Assessment in the design and layout of the site and provide new boundary planting with native species where necessary.	c) c) Take account of TPO 50 , site boundary vegetation, <u>the adjacent ancient woodland and its buffer zone which extends into the proposed SANG</u> and the built development strategy for unit SS4 of the Surrey Landscape Character Assessment in the design and layout of the site and provide new boundary planting with native species where necessary.	TPO is not included within the site allocation.
Policy SL12 criterion e)	e) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment including exploring opportunities for the site to link with or contribute to links to the A320 cycle route and/or contribute towards schemes in the Infrastructure Delivery Plan;	e) d) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities for the site to link with or contribute to links to the A320 cycle route and/or contribute towards schemes in the Infrastructure Delivery Plan.	To mitigate the impacts of this site on the A320 corridor.

	Policy SL12 criterion f)	f) Make a financial contribution(s) either through S106 or CIL (or its successor) towards the expansion of early years and primary school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	e) f) Make a financial contribution(s) either through S106 or CIL (or its successor) towards the <u>provision</u> expansion of early years, and primary <u>and secondary school infrastructure;</u> school infrastructure at Marshfields CofE Infant and Ottershaw CofE Junior Schools and a financial contribution towards secondary school infrastructure;	To ensure consistency with the wording used elsewhere in the allocation policies
	Policy SL12 criterion g)	g) Provide 0.1ha of land and building of up to 800sqm for a new health facility comprising a GP surgery with associated parking and landscaping;	g) f) Provide 0.1ha of land and <u>a proportionate contribution to the</u> building of up to 800sqm for a new health facility comprising a GP surgery with associated parking and landscaping;	To clarify that the whole cost of the new health facility is not expected to be funded in full by the developer of this site.
	Policy SL12 new text after criterion j)	n/a	<u>Within the area shown purple on the plan above, provide an area of SANG to avoid impacts to the Thames Basin Heaths Special Protection Area, as well as a contribution towards SAMP</u>	Text moved to end of policy to reflect that the SANG is beyond the development site.
Policy SL13: Housing Allocation at St Peter's Hospital, Chertsey				
MM33	Policy SL13 Timing	2019-2023 contingent on delivery of mitigation to the A320.	2019-2023 <u>2020-2025 subject to delivery of necessary mitigation on the A320.</u> contingent on delivery of mitigation to the A320.	Wording amended to improve clarity and reflect most up to date information.

Policy SL13 first paragraph	The St Peter's Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex which is released from the Green Belt in its entirety. The 12.1ha housing allocation is set over two parcels of 11.1ha to the west of the hospital complex and 1ha to the north east with the hospital retained. Both sites are expected to come forward within the period 2015-2020 and will deliver a high quality development that will:	The St Peter's Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex which is released from the Green Belt in its entirety. The 12.1ha housing allocation is set over two parcels of 11.1ha to the west of the hospital complex and 1ha to the north east with the hospital retained. Both sites are expected to come forward within the period 2015-2020 and will deliver a high quality developments that will:	Minor wording changes to avoid duplication (and contradiction) with information in the 'Timing' section.
Policy SL13 criterion b)	Take account of TPO244, the site's veteran trees, site boundary vegetation in the design, layout and landscaping of the site especially the boundary vegetation to Homewood Park; This will need to be demonstrated and implemented through an appropriate landscaping strategy;	Take account of TPO 244 425 , the site's veteran trees, site boundary vegetation in the design, layout and landscaping of the site especially the boundary vegetation to Homewood Park; This will need to be demonstrated and implemented through an appropriate landscaping strategy;	To reflect that most recent TPO which was made at the site in March 2018.
Policy SL13 criterion d)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. <u>For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;</u>	Wording amended to provide clarity about the open space requirements for the site.
Policy SL13 criterion e)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment exploring opportunities for the site(s) to provide a	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to</u>	Minor wording change to ensure consistency with other allocation policies.

		link between the A320 off road cycle route and Holloway Hill/Stonehill Road and contribute to the delivery of any measures identified in the A320 feasibility study.;	<u>deliver relevant mitigation will be required. The applicant will also be expected to explore</u> exploring opportunities for the site(s) to provide a link between the A320 off road cycle route and Holloway Hill/Stonehill Road; and contribute to the delivery of any measures identified in the A320 feasibility study.;	
Policy SL14: Housing Allocation at Parcel A, Chertsey Bittams, Chertsey				
MM34	Policy SL14 Timing	2019-2022 contingent on delivery of mitigation to the A320	<u>2023-2026 subject to delivery of necessary mitigation on the A320</u> contingent on delivery of mitigation to the A320	Wording amended to improve clarity and reflect most up to date information.
	Policy SL14 criterion d)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP36 and 37;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP36 and 37 <u>unless it would improve accessibility, safety and/or, attractiveness to users;</u>	To ensure consistency with the requirements of bullet point 2 of policy SD4.
	Policy SL14 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required.</u> and contribute to the delivery of any measures identified in the A320 feasibility study.;	Minor wording change to ensure consistency with other allocation policies.

	Policy SL14, footnote 2, fourth sentence	For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required.	For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible</u> ; open space provision for children and teenagers in line with Policy SL26 will be required.	Minor wording change to ensure consistency with other allocation policies.
Policy SL15: Housing Allocation at Parcel B, Chertsey Bittams, Chertsey				
MM35	Policy SL15 Timing	2022-2024 contingent on delivery of mitigation to the A320	2022-2024 <u>2023-2026</u> 5 <u>subject to delivery of necessary mitigation on the A320</u> contingent on delivery of mitigation to the A320	Wording amended to improve clarity.
	Policy SL15 criterion d)	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP56;	Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP56 <u>unless it would improve accessibility, safety and/or, attractiveness to users</u> ;	To ensure consistency with the requirements of bullet point 2 of policy SD4
	Policy SL15 criterion f)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams, rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams, rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible</u> open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure consistency with other allocation policies.

	Policy SL15 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required,</u> and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.
Policy SL16: Housing allocation at Parcel C, Chertsey Bittams, Chertsey				
MM36	Policy SL16 Timing	Post 2027 contingent on delivery of mitigation to the A320	Post 2027 <u>subject to delivery of necessary mitigation on the A320</u> contingent on delivery of mitigation to the A320	Wording amended to improve clarity.
	Policy SL16 criterion a)	Make provision for a minimum of 35 net additional C3 dwellings and 1 net additional serviced Gypsy/Traveller pitches;	Make provision for a minimum of 35-9 net additional C3 dwellings, and 4 <u>11</u> net additional serviced Gypsy/Traveller pitches <u>and permanent retention of the existing temporary pitch;</u>	To reflect discussions with the landowner and meet Gypsy and Traveller need.
	Policy SL16 criterion f)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible</u> open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.

	Policy SL16 criterion g)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required,</u> and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.
Policy SL17: Housing Allocation at Parcel D, Chertsey Bittams, Chertsey				
MM37	Policy SL17 Timing	2019-2022 contingent on delivery of mitigation to the A320	2019-2022 contingent on delivery of mitigation to the A320 <u>2021-2025 subject to delivery of necessary mitigation on the A320</u>	To mitigate the impacts of this site on the A320 corridor.
	Policy SL17 criterion e)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contribution towards outdoor sports facilities and allotments contrary to policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contribution towards outdoor sports facilities and allotments contrary to policy SL26. For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible</u> open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.

	Policy SL17 criterion f)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required,</u> and contribute to the delivery of any measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.
Policy SL18: Housing Allocation at Parcel E, Chertsey Bittams, Chertsey				
MM38	Policy SL18 Timing	2022-2027 contingent on delivery of mitigation to the A320	2022-2027 <u>2023-2026 subject to delivery of necessary mitigation on the A320</u> contingent on delivery of mitigation to the A320	Wording amended to improve clarity.
	Policy SL18 criterion d)	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, open space provision for children and teenagers in line with Policy SL26 will be required;	Provide a financial contribution towards the provision of a community hub building and associated infrastructure at Parcel A, Chertsey Bittams rather than providing or contributing to outdoor sports facilities and allotments contrary to Policy SL26. For the avoidance of doubt, <u>it will be expected that open space provision for children and teenagers will be provided, on site wherever possible</u> open space provision for children and teenagers in line with Policy SL26 will be required;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.

	Policy SL18 criterion e)	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment and contribute to the delivery of any measures identified in the A320 feasibility study;	Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site specific Travel Plan and Transport Assessment. <u>Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required.</u> and contribute to the delivery of any <u>relevant</u> measures identified in the A320 feasibility study;	Minor wording change to ensure accuracy of requirement and to ensure consistency with other allocation policies.
	Policy SL18 criterion f)	Ensure that the Locally Listed Park House and its setting is maintained and enhanced;	Ensure that the Locally Listed Park House <u>Grade II Listed Wheelers Green</u> and its setting is maintained and enhanced;	Wrong building referred to.
Policy SL20: Affordable Housing				
MM39	Para 6.31	The definition of affordable housing includes social rented/affordable rented and intermediate housing as well as starter homes that are available to Borough households whose needs cannot be met by the market. To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.	The definition of affordable housing includes <u>housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the definitions in the 2019 & NPPF for affordable housing for rent, starter homes, discounted market sales housing, other affordable housing routes to home ownership.</u> social rented/affordable rented and intermediate housing as well as starter homes that are available to Borough households whose needs cannot be met by the market. To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.	To more closely align with the definitions in NPPF 2019.

Para 6.34	Policy SL20 includes the requirement to provide affordable housing on all sites that result in a net gain of 11 units or more. Where land that is above the threshold is subdivided to create separate development schemes, the Council will consider the site as a whole and seek affordable housing on each part.	Policy SL20 includes the requirement to provide affordable housing on all sites that result in a net gain of 44 10 units or more. Where land that is above the threshold is subdivided to create separate development schemes, the Council will consider the site as a whole and seek affordable housing on each part.		To more closely align with NPPF 2019.
Policy SL20 1 st para	Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units with 80% Affordable/Social Rent and 20% as other forms of affordable housing ¹⁷ .	Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units <u>of which about 70% will be provided as Affordable/Social Rent and 30% provided as other forms of affordable housing⁴⁷.</u>		For clarity and to more closely align with NPPF 2019.
Policy SL20 2 nd para	Development proposals of 11 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units with a tenure split as above.	Development proposals of 44 10 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units with a tenure split as above <u>which includes 10% of homes for affordable home ownership (starter homes, discounted market sales housing and/or other products which provide affordable routes to home ownership in line with the definition contained in the 2019 & NPPF)¹⁷.</u>		To more closely align with the definitions in and requirements of NPPF 2019.
Para 6.40	Paragraph 50 of the NPPF sets out that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs	<u>Paragraph 61 of the 2019 & NPPF confirms that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those</u>		To more closely align with the definitions in and requirements of para 64 of NPPF 2019.

		<p>should (amongst other things, where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.</p>	<p><u>who require affordable housing). Paragraph 64 of the NPPF confirms that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area (which is not the case in Runnymede), or significantly prejudice the ability to meet the identified affordable housing needs of specific groups (exemptions are specifically listed in the NPPF).</u> Paragraph 50 of the NPPF sets out that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), where they have identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.</p>	
Para 6.41		<p>The Council's SHMA indicates a clear need for affordable housing in the Borough and the wider HMA and it is on this basis that policy SL21 has been formulated.</p>	<p>The Council's SHMA indicates a clear need for affordable housing in the Borough and the wider HMA and it is on this basis that policy SL21 <u>SL20</u> has been formulated.</p>	<p>Wrong policy has been referred to.</p>

	Footnote 17	¹⁷ This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as described by national guidance or legislation	⁴⁷This includes starter homes, intermediate homes and shared ownership. And any other form of affordable housing as described by national guidance or legislation <u>¹⁷Unless the requirement for affordable home ownership products is exempted through national planning policy</u>	To more closely align with NPPF 2019.
Policy SL22: Meeting the Needs of Gypsies, and Travellers and Travelling Showpeople				
MM40	Para 6.51 first sentence	The Local Plan sets a strategy for providing accommodation for Gypsies, Travellers and Travelling Showpeople through the delivery of sites on a number of the housing allocations and by considering proposals where these arise outside the allocated sites against the criteria in policy SL24 and national guidance.	The Local Plan sets a strategy for providing accommodation for Gypsies, Travellers and Travelling Showpeople through the delivery of sites on a number of the housing allocations and by considering proposals where these arise outside the allocated sites against the criteria in policy SL24 SL22 and national guidance.	Wrong policy has been referred to.
	New paragraphs after 6.51	n/a	<u>Allocations in the Local Plan seek to make provisions to address the needs of households meeting the planning definition of Gypsies, Travellers and Travelling Showpeople. For households falling outside the planning definition of Gypsies, Travellers and Travelling Showpeople, existing provision in the Borough, including residential caravan parks, and policies elsewhere within the local plan which facilitate the provision of a range of housing types, will enable the needs of such households to be addressed.</u> <u>The GTAA (2018) does not identify a need for transit pitches in the borough. As such, the</u>	To clarify how the plan will address the needs of those falling outside the planning definition of Gypsies, Travellers and Travelling Showpeople and the consideration of transit pitches.

			<p><u>Local Plan does not seek to allocate any transit pitches. Notwithstanding, the Council is working in partnership with other Districts and Boroughs in Surrey and Surrey County Council to review opportunities to provide a transit site(s) in the County. Any new transit site coming forward in the plan period will be considered through the planning application process in line with local plan policies, including policy SL22.</u></p>						
SL22 Policy Heading	Policy SL22: Meeting the Needs of Gypsies and Travellers	Policy SL22: Meeting the needs of Gypsies, and Travellers <u>and Travelling Showpeople</u>				To provide clarification.			
Policy SL22 1 st para	Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows:	<p>Over the lifetime of the Local Plan the Council will plan to deliver 112 Gypsy/Traveller pitches and 19 Travelling Showmen Plots which will be expected to come forward as follows: <u>The Council's most up to date assessment of the accommodation needs of gypsies, travellers and travelling showpeople (GTAA January 2018) identifies the following level of need for pitches and plots in the Borough over the period of the Local Plan:</u></p>				Phraseology amended to ensure accuracy of statement.			
Policy SL22 table	Type	2015-2022	2023-2027	2028-2030	<u>Type</u>	<u>2015-2022</u>	<u>2023-2027</u>	<u>2028-2030</u>	To update the table with the most up to date information.
	Pitches	96	10	6	<u>Pitches</u>	96 <u>71</u>	40 <u>12</u>	6 <u>0</u>	
	Plots	16	2	1	<u>Plots</u>	<u>16</u>	<u>2</u>	<u>1</u>	

<p>Policy SL22 2nd para</p>	<p>The need for Gypsy and Traveller Accommodation will in part be addressed through the site allocations identified in this Plan and the granting of planning permissions.</p>	<p>The need for Gypsy and Traveller Accommodation will in part be addressed through the site allocations identified in this Plan and the granting of planning permissions. <u>The Council remains committed to meeting identified needs (as set out in the Council's most up to date assessment of needs at the time of consideration of any planning application) through a range of measures including:</u></p> <ul style="list-style-type: none"> <u>-By addressing identified site management issues on authorised sites to ensure that Gypsies, Travellers and Travelling Showpeople who meet the planning definitions set out in Government policy are not being displaced from authorised sites;</u> <u>-By giving positive consideration to modest expansions of authorised traveller sites in the Borough, and proposals for the redevelopment of previously developed sites to provide pitches and plots where proposals would comply with other policies of this Plan, including Green Belt policies;</u> <u>-By attaching appropriate planning conditions and obligations to any planning approval granted, including a management agreement, to secure the measures set out in (i) to (vi) (and where applicable (vii)) of this policy, so far as they are relevant to the proposed development.</u> 	<p>In line with the change to paragraph 1 of the policy as set out above, to future proof the Plan.</p> <p>The remainder of the new text replaces paragraph the fourth paragraph of text in the policy by clarifying the Council's strategy for meeting remaining needs for Gypsies, Travellers and Travelling Showpeople.</p>
<p>Policy SL22 3rd para</p>	<p>In exceptional circumstances, if a site allocation is required to make on-site provision for traveller accommodation and</p>	<p>In exceptional circumstances, <u>Subject to the criteria below,</u> if a site allocation is required to make on-site provision for traveller</p>	<p>To ensure clarity for developers, ensure the pitches and plots</p>

		is unable to do so, offsite provision will be considered. Offsite accommodation will only be considered appropriate where all of the following criteria are met:	accommodation and is unable to do so, offsite provision will be considered. Offsite accommodation will only be considered appropriate where all of the following criteria are met:	are retained for their intended purpose and ensure the deliverability of the pitches or plots at an appropriate time within overall site delivery.
	Policy SL22 1 st bullet point	<ul style="list-style-type: none"> The exceptional circumstances demonstrating on-site provision is not feasible are proven 	<ul style="list-style-type: none"> The exceptional circumstances demonstrating on-site provision is not feasible are proven 	To ensure clarity for developers, ensure the pitches and plots are retained for their intended purposes and ensure the deliverability of the pitches or plots at an appropriate time within overall site delivery.

	<p>Policy SL22 criteria list</p>	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities;</p> <p>(ii) the impact of development would not harm landscape character;</p> <p>(iii) the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway;</p> <p>(iv) the site is located in flood zone 1 as shown on the Policies Map or in flood zone 2 if it can be demonstrated that both the sequential and exception tests can be passed.</p> <p>The following criterion applies additionally to Travelling Showpeople accommodation only:</p> <p>(v) the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan.</p> <p>(vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>(i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities;</p> <p>(ii) the impact of development would not harm landscape character;</p> <p>(iii) the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway;</p> <p>(iv) the site is located in flood zone 1 as shown on the Policies Map or in flood zone 2 if it can be demonstrated that both the sequential and exception tests can be passed.</p> <p><u>(v) the site can be suitably connected to clean and foul water utilities;</u></p> <p><u>(vi) all pitches/plots would be able to accommodate the reasonable amenities of the occupiers.</u></p> <p>The following criterion applies additionally to Travelling Showpeople accommodation only:</p> <p>(vii) <u>In addition to (vi) above</u>, the site should be suitable for the storage and maintenance of show equipment and associated vehicles without causing harm through conflict with other policies in the Plan.</p> <p>(vi) the site can be suitably connected to clean and foul water utilities;</p>	<p>Spacing introduced and minor ordering of criteria to confirm that the suitability of sites to be connected to clean and foul water facilities applies to all traveller pitches and plots and to confirm that amenity considerations would be relevant.</p>
--	----------------------------------	---	--	---

	<p>Policy SL22 7th para</p>	<p>Where traveller pitches are required to be provided on sites allocated through this Local Plan, the Council will secure their delivery through the imposition of a planning condition attached to any planning approval granted.</p>	<p>Where traveller pitches are required to be provided on sites allocated through this Local Plan, the Council will secure their delivery through the imposition of <u>appropriate</u> a-planning conditions <u>s or obligations</u> attached to any planning approval granted. <u>Those obligations will include an appropriate management agreement including measures to secure:</u></p> <ul style="list-style-type: none"> - <u>Phasing of site delivery and trigger points to secure early delivery, proportionate to the site delivery;</u> - <u>Measures to ensure the site is secured in perpetuity for Gypsies, Travellers or Travelling Showpeople (in accordance with the relevant definition from the Planning Policy for Traveller Sites, or any replacement guidance) as appropriate</u> - <u>A policy for Allocation (to preserve access for those with local connection);</u> <p><u>And,</u></p> <ul style="list-style-type: none"> - <u>Further to Policy SL20, consideration of delivery of a proportion of the pitches or plots at below market value, as affordable housing, based on evidence of need as set out in the Council's latest GTAA and viability at the time of the application. This consideration applies to both the provision of pitches or plots on site and in cases where provision is proposed off site.</u> 	<p>To ensure clarity for developers, ensure the pitches and plots are retained for their intended purpose and ensure the deliverability of the pitches or plots at an appropriate time within overall site delivery.</p>
--	--	---	--	--

	Policy SL22 last para	The loss of authorised pitches and plots for gypsies, travellers and travelling showmen to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.	The loss of authorised pitches and plots for gypsies, travellers and travelling showmen showpeople to other uses will be resisted unless it can be demonstrated that there is a surplus supply of traveller pitches and plots for gypsies and travellers in the Borough.	Minor wording change to bring language in line with that used in the Planning Policy for Traveller Sites.
Policy SL23: Accommodating Older People and Students				
MM41	Para 6.54	The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people, there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, this provision should be one of a range of tenures and should not contribute to the development of unbalanced communities.	The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people ¹⁸ , there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, t However, t his provision should be one of provide a range of tenures and types of accommodation that support independence, well-being and inclusion for older people and avoid should not contribute to the development of unbalanced communities which can arise when appropriate options are not provided for all sections of the population. Footnote 18 to read: ¹⁸ As defined in the NPPF.	To provide clarification as to the definition of older people for the purpose of the Local Plan.

	New para after para 6.54	n/a	<p><u>The Council's 2018 SHMA shows that the Borough is expected to see a notable increase in the older person population with the total number of people aged 65 and over projected to increase by 4,830 people over the period of the Local Plan. Although many older households will remain in the homes in which they have lived for many years, some may wish to downsize. Furthermore, some older households will require specialist housing or support, or need adaptations to their homes. The increase in the older population may result in an increase in the number of people with dementia (by 480) and an increase of people with mobility problems (by 1049) between 2016 and 2030. The SHMA identifies a need for 37 additional units of specialist housing per year over the plan period and 13 bedspaces per year of residential care housing over this same period. This totals 750 units/bedspaces in total. It should be noted that these need figures could change over the period of the Local Plan as underpinning evidence/population forecasts are updated. The projected increase in the number of Runnymede residents over 65 years has implications in relation to the type of housing available and other considerations such as health and access to services.</u></p>	To provide additional background information.
--	--------------------------	-----	--	---

Para 6.56	Some of the allocated sites plan to deliver a range of specialist housing needs for older people, but outside of these sites, Policy SL23 sets out the criteria for assessing proposals for specialist accommodation for older people, including sheltered housing, extra care accommodation, and care homes, including its appropriate location, consistent with NPPF paragraph 50.	Some of the allocated sites ¹⁹ plan to deliver a range of specialist housing needs for older people, but outside of these sites, Policy SL23 sets out the criteria for assessing proposals for specialist accommodation for older people, including sheltered housing, extra care accommodation, and care homes, including its appropriate location, consistent with NPPF paragraph 50. Footnote 19 to read: <u>19 At Longcross Garden Village and St Peter’s Hospital.</u> and Chertsey Bittams parcel D.	To provide clarification in terms of the allocations being referred to in the body of the text and that the care home at Chertsey Bittams parcel D is existing.
Policy SL23 1 st para	Proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs, will be permitted, provided that the development: • meets a demonstrable established local community need; • is readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors;	<u>The Council will support</u> proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation for the elderly and those with particular needs <u>on suitable sites, to meet needs that have been identified in the Council’s most up to date Strategic Housing Market Assessment (SHMA). It will be expected that proposed development is</u> are will be permitted, provided that the development meets a demonstrable established local community need; is readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors;	To confirm that the conclusions of the Council’s most up to date needs assessment, rather than ‘established local community need’ will be a relevant consideration when considering applications for the types of accommodation referred to in the policy. Other minor wording changes to improve flow and structure of policy.

	Para 6.61	Policy SL25 would help deliver this national policy requirement.	Policy SL25 SL23 would help deliver this national policy requirement.	Wrong policy has been referred to.
Policy SL24: Self & Custom Build Housing				
MM42	Para 6.65	To assist in the delivery of a choice of accommodation, the provision of self and custom housebuilding plots are required to be made available on residential schemes of 20 homes (gross) or more. A figure of 5% of the total dwelling numbers shall be made available for sale as self or custom housebuilding plots whilst there is an identified need on the Council's Self-build and Custom Housebuilding Register. The Council will have regard to the information in its Self & Custom Housebuilding Register when negotiating the mix of plots to come forward as self or custom build and will secure this through S106 or other legal agreements.	To assist in the delivery of a choice of accommodation, <u>on large development schemes of 50 or more homes, the Council will expect applicants to demonstrate that they have given consideration to providing custom and self-build plots as part of the overall housing mix with a serviced plot(s) being provided where there is an identified local need (as evidenced by the Council's Self and Custom Build Housebuilding Register) and it is viable and feasible to do so.</u> the provision of self and custom housebuilding plots are required to be made available on residential schemes of 20 homes (gross) or more. A figure of 5% of the total dwelling numbers shall be made available for sale as self or custom housebuilding plots whilst there is an identified need on the Council's Self-build and Custom Housebuilding Register. The Council will have regard to the information in its Self & Custom Housebuilding Register when negotiating the mix of plots to come forward as self or custom build and will secure this through S106 or other legal agreements.	To reflect the reduction in the number of registered parties on the council's self and custom build register.

Para 6.66	<p>On strategic development sites, the delivery of a significant proportion of self or custom build plots will be expected in the early stages of development. Where a site has five or more self or custom build dwellings the Council may require these dwellings to be developed in accordance with an agreed design code. Where plots have been available at market value and marketed appropriately for at least 12 months and have not sold, the plot(s) may remain on the open market as self or custom build or be offered to the Council or a Housing Association before being built out by the developer.</p>	<p>On strategic development <u>schemes of 50 or more homes where self-build and/or custom build homes are proposed</u> sites, the delivery of a significant proportion of any self or custom build plots will be expected in the early stages of development. Where a site has five or more self or custom build dwellings, the Council may require these dwellings to be developed in accordance with an agreed design code. Where plots have been available at market value and marketed appropriately for at least 12 months and have not sold, the plot(s) may remain on the open market as self or custom build or be offered to the Council or a Housing Association before being built out by the developer.</p>	<p>To reflect the reduction in the number of registered parties on the councils self and custom build register and for clarity.</p>
Policy SL24	<p>To support prospective self & custom builders, development proposals of 20 or more (net) additional dwellings, including sites allocated in this Plan, will be expected to make available at least 5% of dwelling plots for sale to self or custom builders. Where an applicant considers that it is not feasible or viable to meet the 5% requirement the Council will expect this to be demonstrated with robust evidence and may negotiate a proportion which is achievable.</p> <p>The Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register.</p>	<p>To support prospective self & custom builders, development proposals of 20 or more (net) additional dwellings, including sites allocated in this Plan, will be expected to make available at least 5% of dwelling plots for sale to self or custom builders. Where an applicant considers that it is not feasible or viable to meet the 5% requirement the Council will expect this to be demonstrated with robust evidence and may negotiate a proportion which is achievable.</p> <p>The Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register.</p> <p><u>Proposals for custom and self-build housing in the Borough are encouraged and will be approved in suitable, sustainable locations.</u></p>	<p>To reflect the reduction in the number of registered parties on the councils self and custom build register.</p>

		<p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	<p><u>The Council will particularly encourage the development of self-build homes on appropriately sized, serviced sites in the first instance or on appropriately sized sites that are capable of being serviced.</u></p> <p><u>Large development schemes of 50 or more homes will be expected to demonstrate that consideration has been given to custom and self-build plots as part of housing mix with a serviced plot(s) being provided where there is an identified need and it is viable and feasible to do so.</u></p> <p><u>On sites where self and custom build plots are to be provided,</u> the Council will negotiate the mix of self and custom build plots to be made available as informed by the Council's Self Build and Custom Housebuilding Register.</p> <p>Where a plot has been made available and marketed appropriately for at least 12 months but has not sold, the plot may either remain on the open market for self or custom build or be offered to the Council or a Registered Provider before being built out by the developer for market housing.</p>	
--	--	--	--	--

	Para 6.67	Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 would help deliver this national policy requirement.	Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, LPAs should (amongst other things), plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes). Policy SL26 SL24 would help deliver this national policy requirement.	Wrong policy has been referred to.
Policy SL26: Existing Open Space				
MM43	Para 6.76	The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 has been written in line with the findings and recommendations from the OSS.	The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL27 SL25 has been written in line with the findings and recommendations from the OSS.	Wrong policy has been referred to.
Policy EE1: Townscape and Landscape Quality				
MM44	Para 7.3	Runnymede's Urban Character Appraisal (2009) and the Surrey Landscape Character Assessment (2015) set out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Urban Character Appraisal and Landscape Character	Runnymede's Urban Character Appraisal (2009) and The Surrey Landscape Character Assessment (2015) sets out the general characteristics of Runnymede's townscape/landscape and how development can be sympathetic to and/or mitigate its impact. The Council are also preparing a Design SPD for the whole of Runnymede Borough which	To update the background text regarding the Design SPD.

		Assessment will be used in the preparation of a general or specific design SPD, which may include elements of design coding to inform how development should consider design elements.	<u>when adopted will support the implementation of Policy EE1 and other policies in the plan where they have a design implication.</u> Urban Character Appraisal and Landscape Character Assessment will be used in the preparation of a general or specific design SPD, which may include elements of design coding to inform how development should consider design elements.	
New para after para 7.3	n/a		<u>In considering proposals, including at pre-application stage, the Council is committed to making use of Design Review Panels as appropriate to ensure design quality is achieved. The Council's pre-application charging schedule and Design SPD will set out when a Design Review Panel will be appropriate. The Council also strongly encourages applicants of major developments to carry out early engagement with the local community.</u>	To align more closely with paragraphs 91 and 125-129 of the NPPF 2019 and ensure some criteria of the Policy are not too prescriptive where this can be left to other planning documents or neighbourhood plans.
Policy EE1	Whether within the Borough's urban areas or Green Belt, development proposals will be expected to achieve high quality design while making efficient use of land, taking account of their impact at the earliest opportunity. Development proposals will be supported if they: <ul style="list-style-type: none"> • Create attractive and resilient places which make a positive contribution to the Borough's townscape and/or landscape quality by respecting and 	Whether within the Borough's urban areas or Green Belt, <u>all</u> development proposals will be expected to achieve high quality <u>and inclusive</u> design <u>which responds to the local context including the built, natural and historic character of the area.</u> while making efficient use of land. taking account of their impact at the earliest opportunity. Development proposals will be supported if they: of their impact <u>In particular,</u> development proposals will be supported <u>where</u> if they:	To align more closely with paragraphs 91 and 125-129 of the NPPF 2019 and ensure some criteria of the Policy are not too prescriptive where this can be left to other planning documents or	

		<p>enhancing the local, natural & historic character of the environment;</p> <ul style="list-style-type: none"> • Reinforce locally distinctive patterns of development by paying particular regard to scale, layout, building lines, materials, massing, bulk, density, height and topography; • Contribute to and enhance the quality of the public realm and/or landscape character through high quality hard and soft landscaping schemes ; • Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses; • Provide an appropriate standard of private amenity space; • Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder; • Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards; • Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; 	<ul style="list-style-type: none"> • Create attractive and resilient places which make a positive contribution to the Borough's townscape, <u>public realm</u> and/or landscape quality by respecting and enhancing the local, natural & historic character of the environment. <u>setting and which will endure into the long term, paying particular regard to layout, form, scale, materials, detailing and any guidance set out in adopted planning documents including Neighbourhood Plans and the Council's Design SPD;</u> • <u>Create developments which promote social interaction and design out crime by maximising opportunities for natural surveillance, safe and attractive shared public spaces, active street frontages and legible & accessible connections between people and places for pedestrian & cycling movement and access to public transport, local facilities, green and blue infrastructure;</u> • Reinforce locally distinctive patterns of development by paying particular regard to scale, layout, building lines, materials, massing, bulk, density, height and topography; • Contribute to and enhance the quality of the public realm and/or landscape character <u>setting</u> through high quality <u>and inclusive</u> hard and soft landscaping schemes; <u>This will be demonstrated and implemented through an appropriate landscaping strategy which takes account of existing</u> 	<p>neighbourhood plans.</p>
--	--	---	---	-----------------------------

		<p>Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design.</p>	<p><u>and proposed townscape/landscape character and features:</u></p> <ul style="list-style-type: none"> • Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses <u>and provide an appropriate standard of private amenity space;</u> • Provide an appropriate standard of private amenity space; • Ensure maximum opportunities for natural surveillance and other measures to design out crime and disorder; • Deliver layouts which offer safe, attractive, legible and permeable routes which are suitable for all users, linking people with places through a choice of active and sustainable travel choices delivered to best practice standards; • Avoid the loss of trees and other vegetation worthy of retention and supplemented with additional high quality planting, or where retention is not feasible or desirable provide for high quality replacement planting; • Have regard to relevant design codes or guidance set out in general or specific design Supplementary Planning Document, and through a Design & Access Statement demonstrating how design principles will be delivered. Development proposals will be expected to show the options considered through the early design process and reasons for rejected options and the preferred design. 	
--	--	---	--	--

			<p><u>Development proposals will be expected to take account of a scheme’s design at the earliest opportunity and demonstrate through the application process how design principles set out in this Policy and adopted planning documents have been met. For major developments, a Design & Access Statement should set out the design options considered through the design process and how these have evolved into the preferred design.</u></p>	
Policy EE2: Environmental Protection				
MM45	Para 7.9	<p>Pollution can lead to adverse impacts on the natural environment and the health and well-being of individuals and communities. Pollution effects can come from a number of sources and affect receptors including air, soil and water and through noise, vibration, radiation, dust and particulate matter, odour and light. Development proposals should aim to ensure that any emissions from sources or impacts on receptors can either be fully mitigated or reduced to acceptable levels.</p>	<p>Pollution can lead to adverse impacts on the natural environment and the health and well-being of individuals and communities. Pollution effects can come from a number of sources and affect receptors including air, soil and water and through noise, vibration, radiation, dust and particulate matter, odour and light. Development proposals should aim to ensure that any emissions from sources or impacts on receptors can either be fully mitigated or reduced to acceptable levels. <u>Existing businesses and community facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.</u></p>	<p>For consistency with paragraph 182 of the 2019 NPPF.</p>
	Policy EE2 new 1 st para	n/a	<p><u>Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.</u></p>	<p>For clarity.</p>

Policy EE2 para 11	Development proposals should be integrated effectively with existing businesses and community facilities and ensure that where an existing business or community facility has an effect that could be deemed a statutory nuisance as a result of the proposed development, the applicant will be required to secure suitable mitigation prior to completion of that development or a phase of that development.	Development proposals should be integrated effectively with existing businesses and community facilities and ensure that where an existing business or community facility has an effect that could be deemed a statutory nuisance as a result of the proposed development, <u>or where its operation could have a significant adverse effect on the proposed development (including changes of use)</u> , the applicant will be required to <u>demonstrate at application stage that effective mitigation can be secured and implemented</u> suitable mitigation prior to completion of that development or a phase of that development.	For consistency with paragraph 182 of the 2019 NPPF.
Policy EE2 para 13	Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.	Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.	For brevity as this is noted earlier in the policy.
Policy EE9: Biodiversity, Geodiversity and Nature Conservation			

MM46	Policy EE9 3 rd and 4 th para	<p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p>For development proposals that affect nationally protected sites, very special circumstances would be required to demonstrate that the benefits of the development proposal clearly outweigh the loss of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected to follow the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	<p>Development proposals that affect sites with the highest protection, as set out in the Habitats Regulations, will not usually be permitted unless it can be demonstrated that the impact of proposals would not be likely to have a significant effect on these sites either alone or in combination with other plans or projects. In exceptional circumstances where a plan or project is being considered for approval, the sequential test as set out in the (Habitats) Regulations would need to first be passed and accompanied by a full appropriate assessment.</p> <p><u>Development proposals not directly related to the management of Ramsar, SPA, SAC as well as SSSI units forming part of these designations will not be permitted unless it can be demonstrated that the impact of proposals, either alone or in combination, will not result in likely significant adverse effects. If significant adverse effects remain even with the implementation of suitable avoidance and/or mitigation, development proposals will need to demonstrate that alternatives to the proposal have been fully explored and that Imperative Reasons of Overriding Public Interest (IROPI) exist. In these exceptional circumstances the Council will only permit development where suitable compensatory measures can be implemented.</u></p> <p>For development proposals that affect nationally, <u>regional or locally</u> protected sites <u>not forming part of a Ramsar, SPA or SAC, permission</u></p>	To clarify the Council's approach to the hierarchy of designated sites and how development proposals which affect these will be considered in light of the designated site's status in the hierarchy.
------	---	--	--	---

			<p>will only be granted very special circumstances would be required to where it can be demonstrated that the benefits of the development proposal clearly outweigh the loss harm to of the site. In instances where applications for development on or adjacent to sites that are not legally protected but are identified as important come forward, applicants will be expected and has to followed the hierarchy of mitigation so that biodiversity/geodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset.</p>	
	Para 7.71	It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan.	It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan. <u>Any SNCIs identified through a resurvey will be considered in the same way as existing SNCIs.</u>	To ensure any new SNCIs identified are considered in the same way as existing designations.
Policy EE10: Thames Basin Heaths Special Protection Area				
MM47	New para after 7.81	n/a	<u>This approach sets out that SANG of certain size will generally have a particular catchment. As a guide, SANG of 2-12ha will have a catchment of 2km; SANG of 12-20ha will have a catchment of 4km; SANG of 20ha or more will have a catchment of 5km.</u>	To ensure the effective delivery of the Thames Basin Heaths Delivery Framework

Para 7.82	<p>This approach also requires developers of housing schemes to provide, or make a financial contribution towards, SANG and SANG enhancement in the Borough. With the cap on the pooling of Section 106 contributions introduced by the CIL Regulations (2015) and enacted from April 2016, the Council is required to demonstrate that there is an appropriate mitigation strategy in place. The Council does not currently operate CIL and therefore has introduced a new approach to funding SANG. In addition to larger sites retaining an option to provide a bespoke SANG solution, there is a further option for developers to enter into a land transaction with the Council, for an appropriate financial sum to obtain a consent to utilise part of one of the Council's strategic SANG in mitigation.</p>	<p>This approach also requires developers of housing schemes to provide, or make a financial contribution towards, SANG and SANG enhancement in the Borough. <u>Whether provided by bespoke solutions or financial contributions the Council will secure SANG delivery through the use of Section 106 agreements.</u> With the cap on the pooling of Section 106 contributions introduced by the CIL Regulations (2015) and enacted from April 2016, the Council is required to demonstrate that there is an appropriate mitigation strategy in place. The Council does not currently operate CIL and therefore has introduced a new approach to funding SANG. In addition to larger sites retaining an option to provide a bespoke SANG solution, there is a further option for developers to enter into a land transaction with the Council, for an appropriate financial sum to obtain a consent to utilise part of one of the Council's strategic SANG in mitigation.</p>	<p>To ensure the effective delivery of the Thames Basin Heaths Delivery Framework and to reflect changes to the removal of the cap on pooling of section 106 contributions.</p>
Policy EE10 3 rd bullet point	<ul style="list-style-type: none"> Contribute towards enhancing the strategic Suitable Alternative Natural Green Space provision that is made in the Council's Special Protection Area Interim Guidance or any subsequent update of it through the existing licensing scheme or any future agreed mechanism; and 	<ul style="list-style-type: none"> Contribute towards enhancing the strategic Suitable Alternative Natural Green Space provision that is made in the Council's Special Protection Area Interim Guidance or any subsequent update of it through the existing licensing scheme or any future agreed mechanism. <u>Developments of fewer than 10 dwellings should not normally be required to be within a specified distance of SANG land;</u> and 	<p>To set out the Council's policy approach to the agreed Thames Basin Heaths Delivery Framework and comply with saved policy NRM6 of the South East Plan.</p>
<p>Policy EE11: Green Infrastructure</p>			

MM48	Para 7.89	BOAs are key areas where priority habitat can be created, improved or restored, and are identified as being most effective in the recovery of priority species in a fragmented landscape. Priority habitats and species identified for Runnymede can be found in appendix C.	BOAs are key areas where priority habitat can be created, improved or restored, and are identified as being most effective in the recovery of priority species in a fragmented landscape. Priority habitats and species identified for Runnymede can be found in appendix C. <u>More information about BOAs and possible projects for Green Infrastructure improvements can be found on the Surrey Nature Partnership website https://surreynaturepartnership.org.uk/our-work/</u>	To provide information to users of the policy as to possible offsite projects that an offsite financial contribution could be put towards.
Policy EE13: Managing Flood Risk				
MM49	Para 7.103	Part of the RTS will involve the construction of a flood channel, built in 3 sections. The second section of this channel which runs from Egham Hythe to Chertsey will be located in Runnymede Borough. It is anticipated that the channel will be constructed during the Plan period and as such, in order to support this strategic flood alleviation scheme which will help reduce flood risk to hundreds of properties in the Borough, the Local Plan seeks to safeguard the route of the proposed flood channel that would be located in Runnymede.	Part of the RTS will involve the construction of a flood channel, built in 3 sections. The second section of this channel which runs from Egham Hythe to Chertsey will be located in Runnymede Borough. It is anticipated that the channel will be constructed during the Plan period and as such, in order to support this strategic flood alleviation scheme which will help reduce flood risk to hundreds of properties in the Borough, the Local Plan seeks to safeguard the route of the proposed flood channel that would be located in Runnymede. <u>The Environment Agency has engaged with landowners affected by the proposed RTS and will continue to engage and consult with landowners as planning applications are prepared.</u>	To expand on the ongoing consultation that has, and will continue, to occur as part of the RTS.

	Policy EE13 final para	The Council supports proposals for strategic flood relief measures (including any associated enabling works), including the proposed flood channel through Runnymede as part of the wider River Thames Scheme. The proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be safeguarded for this purpose.	The Council supports proposals for strategic flood relief measures (and associated enabling works), including the proposed emerging flood relief measures and channel through Runnymede as part of the wider River Thames Scheme. The land which may be required for the River Thames Scheme proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be is safeguarded for this purpose. The Environment Agency will continue to engage and consult with landowners affected by or immediately adjacent to the scheme of works, to inform future planning proposals to ensure the River Thames Scheme proposal is compatible with existing and future development. Any loss of the approved compensation scheme at Thorpe Park as a result of the River Thames Scheme construction works would be re-provided in agreement with the Council.	To clarify what land is required and safeguarded for the RTS, to clarify what is meant by safeguarded land as it relates to future planning applications and to ensure the delivery of the RTS whilst ensuring existing uses are not unduly affected by the scheme.
Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt				
MM50	Para 7.110	The addition of a basement to a property is often seen as a way of adding additional footprint without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.	The addition of a basement to a property is often seen as a way of adding additional footprint floorspace without impacting on the openness of the Green Belt. However, a basement is still an addition to the size of the original or existing building, and as such may result in disproportionality or a materially larger replacement, and therefore be contrary to Green Belt policy, causing harm to the Green Belt.	For clarity and accuracy.

	<p>Policy EE14</p>	<p>The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are:</p> <p>a) Proportionate extensions and/or alterations to existing residential and non-residential buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt.</p> <p>b) The replacement of a building provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt.</p> <p>When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development; • The current use of the existing building(s); • The use of the proposed building(s)/extension; • Floorspace including mezzanine levels, space under roofs and covered balconies; 	<p>The National Planning Policy Framework states that the construction of new buildings is inappropriate development in the Green Belt. Exceptions to this are: a) Proportionate extensions and/or alteration of a building is not inappropriate development provided that it does not result in disproportionate additions over and above the size of the original building. b) The replacement of a building is not inappropriate development provided the new building is in the same use and is not materially larger than the building it replaces nor cause significant harm to the openness and/or character of the Green Belt. In all cases, development proposals should maintain openness of the Green Belt and not conflict with the purposes of including the land in the Green Belt. In addition, new development should not materially increase the prominence of the development at the site.</p> <p>When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> • The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including 	<p>For clarity and to align more closely with NPPF 2019.</p>
--	--------------------	--	---	--

		<ul style="list-style-type: none"> • Alterations to footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; • Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; <p>Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt.</p>	<p>previous works carried out under permitted development;</p> <ul style="list-style-type: none"> • The current lawful use of the existing building(s); • The use of the proposed building(s)/extension; • Existing and proposed floorspace including mezzanine levels, space under roofs and covered balconies; • Alterations to Existing and proposed built footprint which may increase the spread and site coverage and reduce distances to boundaries or materially increase the prominence of the building; • Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation; • Scale of buildings including from different aspects within and outside the site; • Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps; • Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of hardstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt. 	
--	--	--	---	--

Policy EE15: Re-use of Buildings in Green Belt				
MM51	Policy EE15 1 st para	The re-use of buildings in the Green Belt is not inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors will be taken into account:	The re-use of buildings in the Green Belt may is not be inappropriate provided the buildings are lawful and of permanent and substantial construction, the proposal preserves the openness of the Green Belt and does not conflict with the Green Belt purposes. When assessing proposals for re-use, the following factors <u>considerations</u> will be taken into account:	For clarity.
Policy EE16: Outdoor Sport and Recreation in the Green Belt				

MM52	Policy EE16	<p>In accordance with the National Planning Policy Framework, the provision of facilities for outdoor sport, outdoor recreation and for cemeteries may not be inappropriate in the Green Belt provided such provision preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. When assessing proposals, the following factors will be taken into account:</p> <ul style="list-style-type: none"> • the proposed building must be shown to be required and related to the lawful use of the land; • proposals for stables/tack rooms must demonstrate the amount of development proposed is reasonably related to its intended use and the amount of pasture land available; • proposals for maneges/all weather riding facilities will be expected to demonstrate the minimum required hard standing necessary for the facility. 	<p>In accordance with the National Planning Policy Framework, the provision of facilities for outdoor sport, outdoor recreation and for cemeteries, <u>burial grounds and allotments</u> may not be inappropriate in the Green Belt provided such provision preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. When assessing proposals, the following factors <u>considerations</u> will be taken into account:</p> <ul style="list-style-type: none"> • the proposed building must be shown to be required and related to the lawful use of the land; • proposals for stables/tack rooms must demonstrate the amount of development proposed is reasonably related to its intended use and the amount of pasture land available <u>use of the land</u>; • proposals for maneges/all weather riding facilities will be expected to demonstrate the minimum required hard standing necessary for the facility, <u>if this hardstanding is required.</u> 	For clarity and to align more closely with NPPF 2019.
Policy EE18: Engineering Operations in the Green Belt				
MM53	Policy EE18	<p>Proposals for engineering operations including laying of roads and hardstanding, material changes in land levels and formation of bunds are considered inappropriate development unless the applicant has demonstrated that the operations preserve the openness of the Green Belt at the site and its vicinity,</p>	<p>Proposals for engineering operations including laying of roads and hardstanding, material changes in land levels and formation of bunds are considered inappropriate development unless the applicant has demonstrated that the operations preserve the openness of the Green Belt at the site and its vicinity, and do not conflict with the purposes of the Green Belt relevant to</p>	For clarity and precision.

		and do not conflict with the purposes of the Green Belt relevant to the proposal. The extent and visual impact of the changes in land levels will be taken into account in assessing such proposals, as will the purpose and intent of future use of the hardstanding in order to ensure the visual effects are not harmful.	the proposal . The extent and visual impact of the changes in land levels will be taken into account in assessing such proposals, as will the purpose and intent of future use of the hardstanding in order to ensure the visual effects are not harmful.	
Policy EE19: Change of Use of Land in the Green Belt				
MM54	Policy EE19	Proposals for changes of use of land may not be inappropriate development per se but the change of use should have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use. Furthermore, proposals for independent residential occupation of land associated with husbandry of land or livestock are considered to be inappropriate development and harmful to the Green Belt in principle.	Proposals for changes of use of land may not be inappropriate development per se but the change of use should have no greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use. Furthermore, proposals for independent residential occupation use use of land associated with husbandry of land or livestock are considered to be inappropriate development and harmful to the Green Belt in principle, <u>including residential use associated with husbandry of land or livestock.</u>	For precision and clarity.
Policy IE1: Employment allocations				
MM55	Policy IE1 Inset Map	See Appendix 3 with this summary document which shows the difference between the existing and amended inset map at this site.		Small area of site removed from allocation in line with request from sites promoter.
	Policy IE1 1 st para	This site of 7.9ha will deliver a high quality employment development that will:	This site of 7.9 7.7 ha will deliver a high quality employment development that will:	To reflect amended site area.

	Policy IE1 criteria a) and c)	a) Provide a minimum of 20,000 net additional sqm of B1c/B8 floorspace; c) Within the 20,000 net additional sq.m a limited (up to a maximum 10%) amount of B2 floorspace may be considered acceptable where it would not have a negative impact on neighbouring residential amenity;	a) Provide a minimum in the region of 20,000 net additional sqm of B1c/B8 floorspace c) Within the 20,000 net additional sq.m total employment floorspace to be provided at the site , a limited (up to a maximum 10%) amount of B2 floorspace may be considered acceptable where it would not have a negative impact on neighbouring residential amenity;	To ensure sufficient flexibility to accommodate the various constraints which exist on the site including flood risk.
	Policy IE1 2 nd para	It should be noted that the site is adjacent to the River Wey Navigation and its associated Biodiversity Opportunity Area (BOA) R04 (River Wey & tributaries) and SNCI. Boundary sensitivities must therefore be respected in the design of any scheme, which should include appropriately designed green infrastructure to protect and buffer the canal to help to deliver against BOA objective R04/O3 (Targets T3b,T3c & T3e).	It should be noted that the site is adjacent to the River Wey Navigation and its associated Biodiversity Opportunity Area (BOA) R04 (River Wey & tributaries) and SNCI, as well as including deciduous woodland priority habitat on the northern part of the site. Boundary sensitivities must therefore be respected in the design of any scheme, which should include appropriately designed green infrastructure to protect and buffer the canal to help to deliver against BOA objective R04/O3 (Targets T3b,T3c & T3e).	To include reference to the priority habitat on part of the site.
Policy IE3: Catering for modern business needs				
MM56	Policy IE1 5 th bullet point	<ul style="list-style-type: none"> Support small scale rural offices or other small scale rural employment development, through conversion of existing buildings or redevelopment of existing buildings to provide well-designed new buildings, provided they accord with the Council's Green Belt policies. 	<ul style="list-style-type: none"> Support small scale rural offices or other small scale rural employment development, through conversion or redevelopment of existing buildings to provide well-designed new buildings business premises, provided they accord with the Council's Green Belt policies. 	In order to provide clarification on the policy intention.

Policy IE4: The Visitor Economy				
MM57	Policy IE4 para ii)	ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities of an of provision are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:	To remove superfluous words.
Policy IE6: Town Centre Development				
MM58	Policy IE6 3 rd para	Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances, where the use would not harm the vitality or viability of the centre.	Development proposals for use classes A2 to A5 and other town centre uses within the secondary shopping frontages, will only be permitted where a minimum of 30% of the total units are retained in A1 use. Residential uses will only be permitted on the ground floor within the Secondary Shopping Frontages in exceptional circumstances , where the use would not harm the vitality or viability of the centre.	To ensure, in relation to residential uses within secondary frontages, the vitality and viability of the Boroughs town centres is maintained whilst allowing for flexibility for other uses on secondary areas.

	Table 3	Table 3: Forecast retail growth in the Borough's town centres over the Local Plan period.	Table 3 5 : Forecast retail growth in the Borough's town centres over the Local Plan period (net m²).	To reflect the new table number given the addition of tables earlier in the plan and to clarify the units of the numbers in the table.	
Policy IE10: Egham Gateway West allocation					
MM59	Policy IE10 final para	*Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided.	*Student accommodation will be supported as part of residential development on this site. Where an application proposes student accommodation a proportionate reduction in general needs C3 residential units would be provided. <u>If student accommodation is not proposed the higher figure of 120 residential units is to be applied as a minimum.</u>	To provide clarification about the site requirements.	
<u>*new policy * Policy IE11: Strodes College Lane allocation</u>					
MM60	After policy IE10	n/a	<u>Site ref and name</u>	Site has been granted planning permission, so no longer considered an opportunity area.	
			<u>Timing</u>		<u>2021-2023</u>
			<u>Development requirements</u>		<u>This 0.2ha site is located in Egham Town Centre. It is expected that the site will deliver development over the Plan period to include:</u>

				<p><u>a) a minimum of 100* units of student accommodation</u></p> <p><u>b) A use class* development at ground floor level development for Class A use * at ground floor level</u></p> <p><u>*Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.</u></p> <p><u>Residential development would also be supported at the site in the form of a flatted scheme. It is considered that the site could accommodate at least 40 residential units.</u></p> <p><u>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</u></p>	
Section 8 (improving our economy)	The inset maps for the Opportunity Areas following IE11 will be changed to reflect the new policies numbers given the proposed introduction of IE11.				To account for inclusion of new policy.

<p>Para 8.57 – 8.58</p>	<p>Justification for inclusion of policies IE7 to IE10</p> <p>8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses including A3-A5 uses and community and cultural uses are discussed in more detail in policy IE4: visitor economy and in other chapters in this Local Plan including: the Recreation, Green Space and Leisure chapter and Transport and Infrastructure chapter).</p> <p>8.58 Policies IE7 to IE10 seek to comply with Local Plan objectives 4 and 14.</p>		<p>Justification for inclusion of policies IE7 to IE10 <u>IE11</u></p> <p>8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses including A3-A5 uses and community and cultural uses are discussed in more detail in policy IE4: visitor economy and in other chapters in this Local Plan including: the Recreation, Green Space and Leisure chapter and Transport and Infrastructure chapter).</p> <p>8.58 Policies IE7 to IE10 <u>IE11</u> seek to comply with Local Plan objectives 4 and 14.</p>		<p>To account for inclusion of new policy.</p>
<p>Section 8 (improving our economy) pg. 168</p>	<p>Strodes College Lane Opportunity Area, Egham</p>	<p>Timing 2019</p> <p>Development opportunity This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units</p>	<p>Strodes College Lane Opportunity Area, Egham</p> <p>Timing 2019</p> <p>Development opportunity This 0.2ha site is located in Egham Town Centre and over the period of the Local Plan is considered to present an opportunity for redevelopment. The site has previously benefitted from planning consent for a mixed use development which includes 14 residential units (under RU.13/0325).</p>		<p>Site has been granted planning permission, so no longer considered an opportunity area.</p>

		<p>(under RU.13/0325). Whilst this consent has now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.</p>	<p>Whilst this consent has now expired, it is considered that this site remains an opportunity area for this type of development.</p> <p>In the design of any scheme, special regard will need to be paid to the designated and non-designated heritage assets in close proximity to, and within the site.</p> <p>This site is within the Total Catchment for the Source Protection Zone (SPZ3) for the potable abstraction at Chertsey. There is the potential for mobilisation of contaminants during development to impact on the Principal Aquifer, in particular as the site was formerly a Dry Cleaners. This should be considered in the design of any development proposal at the site.</p>	
Para 8.60	Policy IE11 seeks to comply with Local Plan objectives 4 and 14.		Policy IE11 IE12 seeks to comply with Local Plan objectives 4 and 14.	To account for inclusion of new policy.
Para 8.62	The local centres identified in Policy IE11: Local Centres exclude small parades of shops of purely neighbourhood significance. The Council's strategy is to ensure that local centres continue to provide a broad		The local centres identified in Policy IE11 IE13 : Local Centres exclude small parades of shops of purely neighbourhood significance. The Council's strategy is to ensure that local centres continue to provide a broad range of	To account for inclusion of new policy.

		range of services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local populations.	services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local populations.	
Policy IE11: Town Centre Opportunity Areas, Chertsey Opportunity Area: Sainsburys and car park				
MM61	Chertsey opportunity area, Development opportunity final para	This site is within the Outer Source Protection Zone (SPZ2) for the potable abstraction at Chertsey and EA records suggest that the area of the car park was formerly a petrol station (previously remediated). There is the potential for mobilisation of contaminants during development. To mitigate impact on the Principal Aquifer should be addressed.	This site is within the Outer Source Protection Zone (SPZ2) for the potable abstraction at Chertsey and EA records suggest that the area of the car park was formerly a petrol station (previously remediated). There is the potential for mobilisation of contaminants during development. To mitigate impact on the Principal Aquifer should be addressed. <u>There is potential for mobilisation of contaminants during development of this site. Therefore, any impacts on the Principal Aquifer will need to be mitigated as part of any development proposals coming forward.</u>	For clarity.
Appendix A – Monitoring Framework				
MM62	Objective 2	To support the delivery of at least 7480 additional homes in Runnymede in the period 2015-2030 (an average of 498 homes a year) and maximising opportunities to deliver high quality housing including affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To support the delivery of at least 7480 <u>7507</u> additional homes in Runnymede in the period 2015-2030 (an average of 500 498 homes a year) and maximising opportunities to deliver high quality housing including affordable housing, starter homes, housing for those with specialist needs and plots for those who wish to build their own home;	To reflect proposed amendments to policy SD2.
	Objective 2, target 2	Achieve 7,413 dwellings over plan period	Achieve 7,413 <u>7,507</u> dwellings over plan period	To reflect proposed amendments to Policy SD2.

Objective 2, target 9	Over the lifetime of the Local Plan achieve 30% of dwellings as affordable split: 80% Social/Affordable Rent 20% Discounted Market	Over the lifetime of the Local Plan achieve 30% of dwellings as affordable split: 80% 70% Social/Affordable Rent 20% 30% Discounted Market	To reflect proposed amendments to Policy SL20.
Objective 2, indicator 10	Number of net additional Gypsy/Traveller pitches and Travelling Showmen plots completed over plan period (running total)	Number of net additional Gypsy/Traveller pitches and Travelling Showmen Showpeople plots completed over plan period (running total)	To update terminology.
Objective 2, target 11	Achieve: 5% of residential units on sites of 20 (gross) or more dwellings as self/custom build housing	Achieve: 5% of residential units on sites of 20 (gross) or more dwellings as self/custom build housing <u>To meet the needs of the Councils register</u>	To reflect proposed amendments to Policy SL24.
Objective 5, target 2	1,700 phased in accordance with village masterplan	<u>A minimum of</u> 1,700 phased in accordance with village masterplan	To more closely reflect Policy SD10.
Objective 5, target 5	On completion of development achieve: 5% of non-specialist housing as custom/self-build units 10 Gypsy/Traveller Pitches; 60 units of Extra Care accommodation;	On completion of development achieve: 5% of non-specialist housing as custom/self-build units 10 Gypsy/Traveller Pitches <u>At least 10 plots for Travelling Show People;</u> 60 units of Extra Care accommodation;	To reflect proposed amendments to policy SD10.
Objective 9, target 4	Deliver sufficient SANG capacity to enable delivery of Local Plan housing targets.	Deliver sufficient SANG capacity to enable delivery of Local Plan housing targets <u>(to be reviewed annually).</u>	To monitor policy EE10 and ensure it is effectively delivered.
Objective 9	New indicator	Indicator: <u>SANG capacity (number of dwellings)</u>	To ensure a sound approach to the supply of SANG,

			Target: <u>To ensure there is sufficient SANG to meet the level of development included in the Local Plan. Capacity is continually monitored and if capacity falls below 200 units, new SANG will need to be identified and put in place</u>	enabling the delivery of the Local Plan.
Appendix B – List of sites not already granted permission or allocated				
MM63	1 st row	Barrsbrook & Barrsbrook Cattery, Guildford Road	Barrsbrook & Barrsbrook Cattery, Guildford Road	Site has received grant of planning permission and should be removed from list.
	15 th row	Luddington House	Luddington House	Site has received grant of planning permission and should be removed from list.
	Add new line and list <u>33 Station Road</u> for <u>15</u> units.			This is a site that the council has become aware of since the consultation on the draft Local Plan.
Appendix C – Priority habitats and species in Runnymede				
MM64	Appendix C	<i>Others:</i> Queen's executioner (a beetle), Stag beetle, Two-tone reed beetle; Southern iron blue mayfly, scarce brown sedge* (a caddis fly)	<i>Others:</i> Queen's executioner (a beetle), Stag beetle, Two-tone reed beetle; <u>Depressed river mussel</u> , Southern iron blue mayfly, scarce brown sedge* (a caddis fly)	Accuracy.
<u>*new* Appendix D – List of policies from existing 2001 Local Plan to be replaced and deleted</u>				

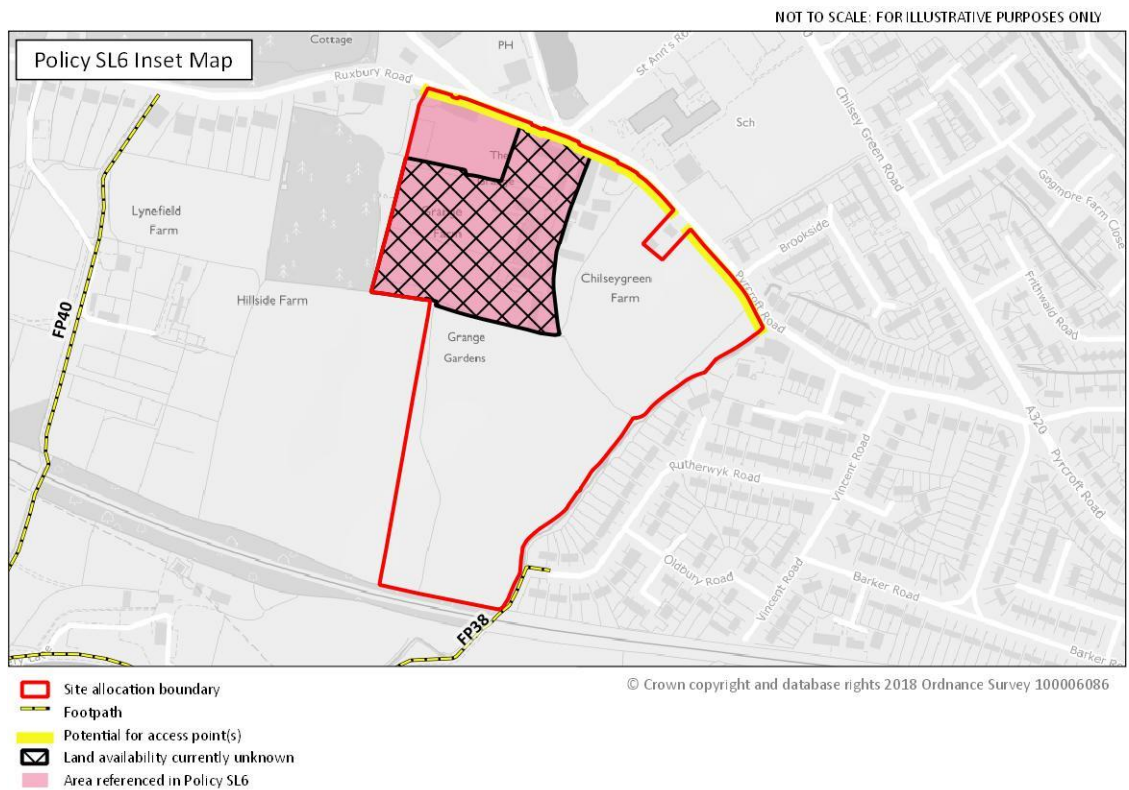
MM65	NEW Appendix	Appendix 4 sets out the contents of this proposed new appendix	To confirm which of the saved policies within the 2001 Local Plan are replaced by policies within the Runnymede 2030 Local Plan and which polices are proposed to be deleted.
------	-----------------	--	---

Appendix 1. Amended inset map for Policy SL6

Existing map

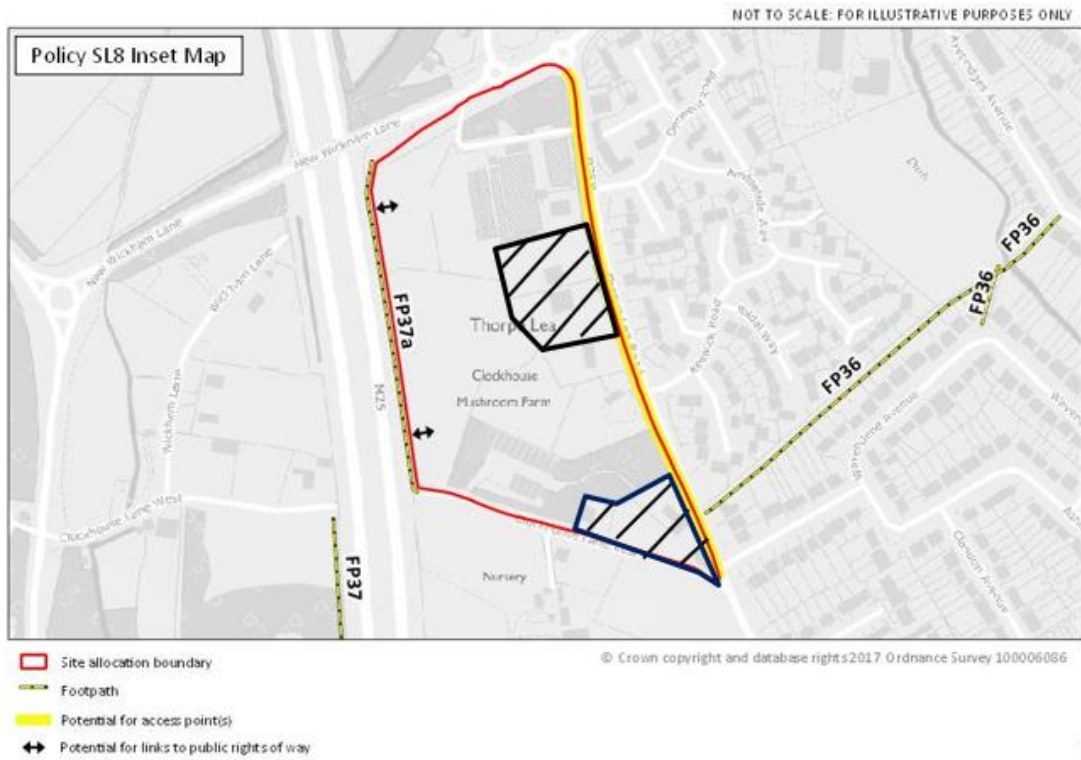


Proposed map

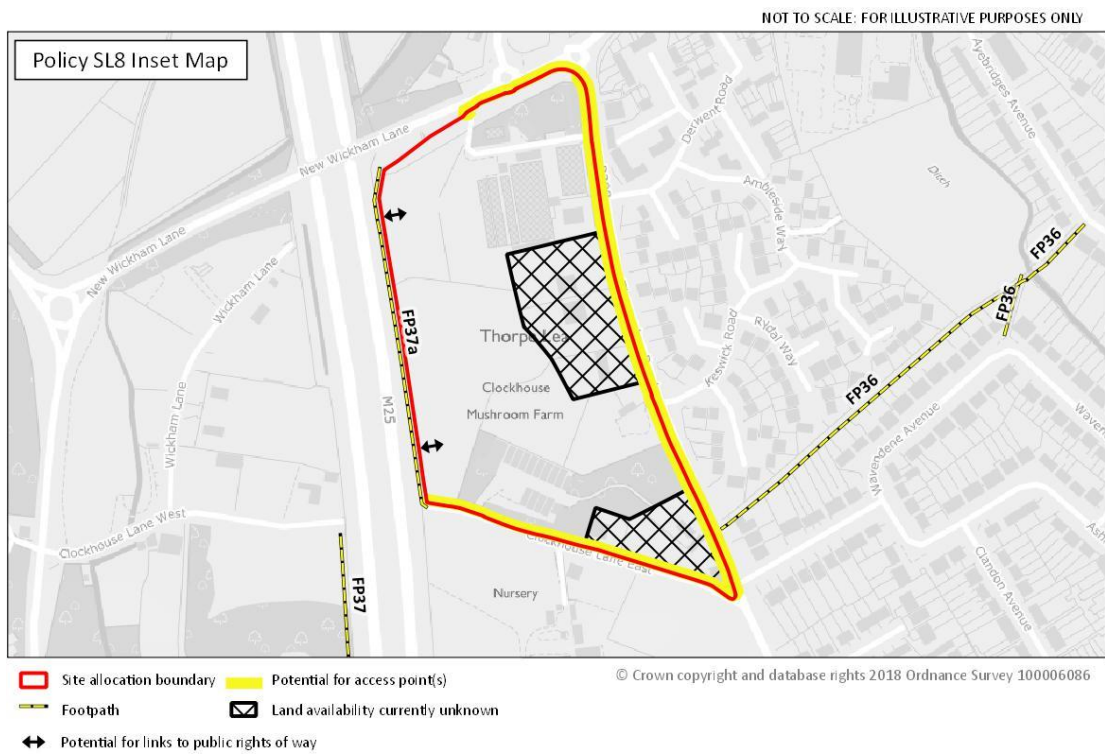


Appendix 2. Amended inset map for Policy SL8

Existing map

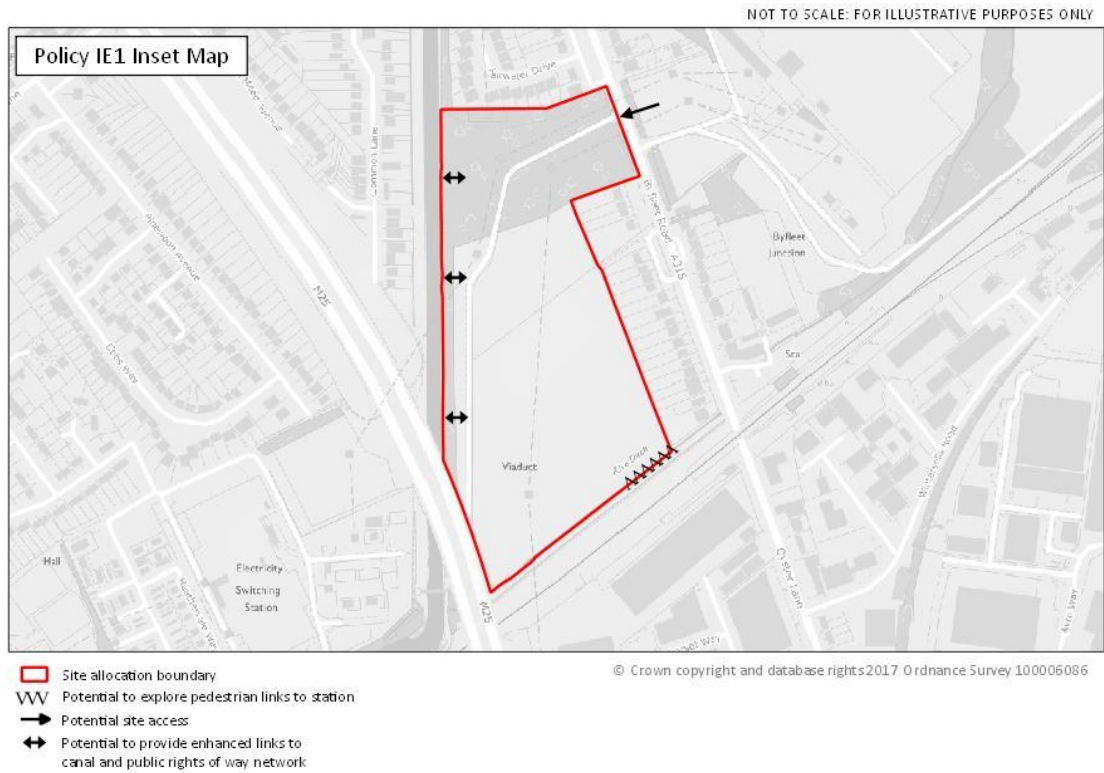


Proposed map

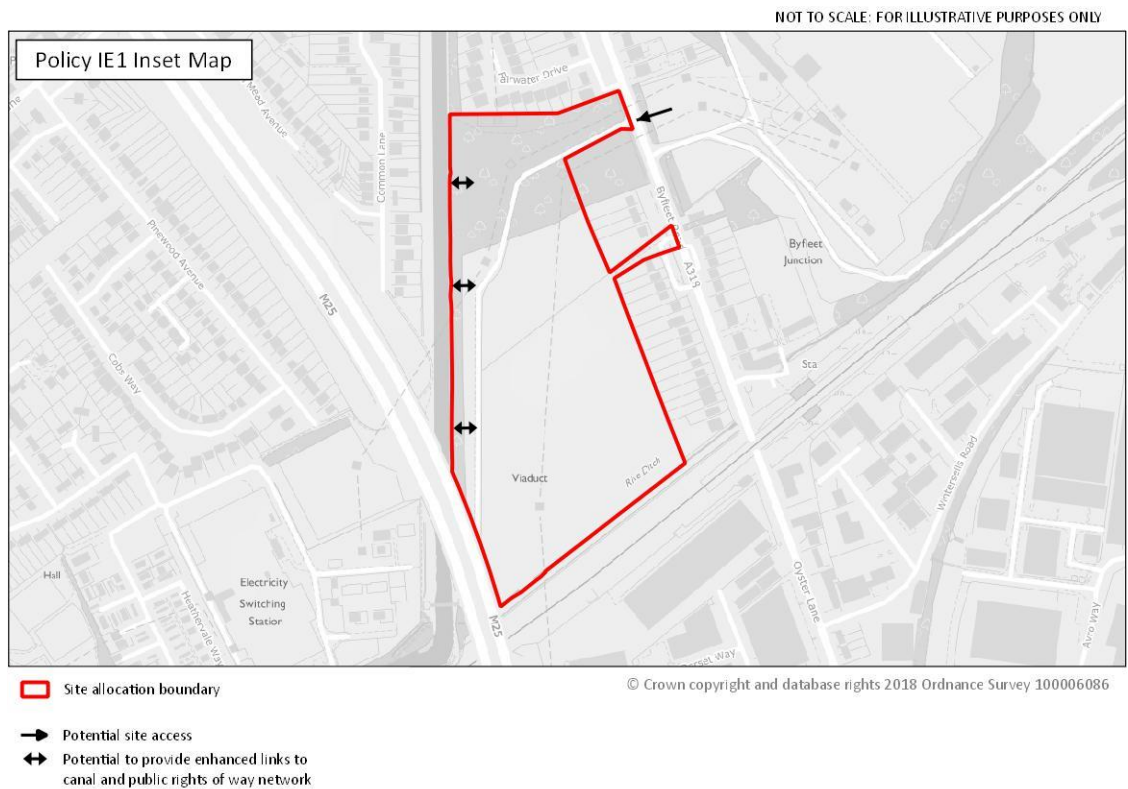


Appendix 3. Amended inset map for policy IE1

Existing map



Proposed map



Appendix 4: saved 2001 Local Plan to be replaced and deleted by policies in the Runnymede 2030 Local Plan

<u>Policy Number</u>	<u>Policy Title/Subject</u>	<u>Superseded by Policy or Policies</u>
		<u>(NB Some existing policies have spatial expression on the Proposals Map and the table therefore also applies to the existing Proposals and proposed Policies Map)</u>
<u>GEN1</u>	<u>The Pace of Development</u>	<u>Policy SD3: Site Allocations</u>
<u>GB1</u>	<u>Development within the Green Belt</u>	<u>NPPF and;</u> <u>Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt; Policy EE16: Outdoor Sport and Recreation in the Green Belt; Policy EE17: Infilling or Redevelopment on Previously Developed Land in the Green Belt; Policy EE18: Engineering Operations in the Green Belt; Policy EE19: Change of Use of Land in the Green Belt</u>
<u>GB2</u>	<u>Thorpe Settlement in the Green Belt</u>	<u>Deleted</u>
<u>GB4</u>	<u>Dwellings for Agricultural and Forestry Workers</u>	<u>Policy EE19: Change of use of land in the Green Belt</u>
<u>GB5</u>	<u>Outdoor Sports & Recreation Facilities</u>	<u>Policy EE16: Outdoor Sport and Recreation in the Green Belt</u>
<u>GB6</u>	<u>Rebuilding of Dwellings & Residential Extensions in the Green Belt</u>	<u>Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt</u>
<u>GB7</u>	<u>Re-use and Adaptation of Rural Buildings</u>	<u>Policy EE15: Re-use of Buildings in the Green Belt</u>
<u>GB10</u>	<u>Major Developed Sites in the Green Belt</u>	<u>Deleted</u>
<u>GB12</u>	<u>Wentworth</u>	<u>NPPF and;</u> <u>Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt; Policy EE15: Re-use of Buildings in the Green Belt; Policy EE16: Outdoor Sport and Recreation in the Green Belt; Policy EE17 Infilling or Redevelopment on Previously Developed Land in the Green Belt; Policy EE18: Engineering Operations in the Green Belt; EE19: Change of Use of Land in the Green Belt; Policy EE1: Townscape & Landscape Quality</u>

<u>GB13</u>	<u>Hurst Lane, Stroude</u>	<u>NPPF and;</u> <u>NPPF and;</u> <u>Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt; Policy EE15: Re-use of Buildings in the Green Belt; Policy EE16: Outdoor Sport and Recreation in the Green Belt; Policy EE17 Infilling or Redevelopment on Previously Developed Land in the Green Belt; Policy EE18: Engineering Operations in the Green Belt; EE19: Change of Use of Land in the Green Belt; Policy EE1: Townscape & Landscape Quality</u>
<u>HO1</u>	<u>Maximising Housing Potential</u>	<u>Policy SL21: Presumption against Loss of Residential; Policy EE1: Townscape & Landscape Quality</u>
<u>HO2</u>	<u>Conversion of Dwellings</u>	<u>Policy EE1: Townscape and Landscape Quality</u>
<u>HO3</u>	<u>Dwelling Type</u>	<u>Policy SL19: Housing Mix and Size Requirements</u>
<u>HO4</u>	<u>Housing Need</u>	<u>Policy SL20: Affordable Housing</u>
<u>HO6</u>	<u>New Housing Provision (post 2001)</u>	<u>Policy SD2 Spatial Development Strategy</u>
<u>HO7</u>	<u>Housing Provision post 2006 (Safeguarding)</u>	<u>Policy SD2 Spatial Development Strategy</u>
<u>HO8</u>	<u>Phasing of Housing Provision</u>	<u>Policy SD3: Site Allocations</u>
<u>HO9</u>	<u>New Housing Development</u>	<u>Policy EE1: Townscape and Landscape Quality</u>
<u>HO10</u>	<u>Non-Permanent Dwellings</u>	<u>Policy SD2: Spatial Development Strategy; EE1 Townscape & Landscape Quality</u>
<u>LE1</u>	<u>General Economic Policy</u>	<u>Policy IE2: Strategic Employment Areas; Policy IE3: Catering for modern business needs</u>
<u>LE4</u>	<u>Existing Economic Sites</u>	<u>Policy IE2: Strategic Employment Areas; Policy IE3: Catering for modern business needs</u>
<u>SHO1</u>	<u>General Level of provision</u>	<u>Policy IE5: Centre Hierarchy, sequential approach and impact assessment; Policy IE6: Town centre development; Policy EE15: Re-use of Buildings in the Green Belt</u>
<u>SHO2</u>	<u>Acceptable uses</u>	<u>Policy IE6: Town centre development</u>
<u>SHO3</u>	<u>Retail development within Core areas</u>	<u>Policy IE6: Town centre development</u>
<u>SHO4</u>	<u>Town Centres outside Core Areas</u>	<u>Policy IE6: Town centre development</u>
<u>SHO5</u>	<u>Local Shops</u>	<u>Policy IE12: Local Centres; Policy IE13: Shops and parades outside defined centres</u>
<u>SHO7</u>	<u>Uses within Class A3 (now A3 – A5)</u>	<u>Policy EE2: Environmental Protection</u>

<u>TC1</u>	<u>Town Centre Strategies</u>	<u>Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE9: Egham Gateway East allocation; Policy IE10: Egham Gateway West allocation; Policy IE11: Town Centre Opportunity Areas; Policy EE1: Townscape and Landscape Quality</u>
<u>TC2</u>	<u>Town Centres outside Revitalisation Areas</u>	<u>Policy IE6: Town centre development; Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy EE1: Townscape & Landscape Quality</u>
<u>TC4</u>	<u>Addlestone Revitalisation Area</u>	<u>Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy SD6: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality</u>
<u>TC5</u>	<u>High St/ Church Rd Addlestone</u>	<u>Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy SD6: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality</u>
<u>TC6</u>	<u>6 - 22 High St Addlestone</u>	<u>Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy SD6: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality</u>
<u>TC7</u>	<u>2-4 High St/ 1-11 Station Rd Addlestone</u>	<u>Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy SD6: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality</u>
<u>TC8</u>	<u>13-21 Station Road / 1 Crouch Oak Lane Addlestone</u>	<u>Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy SD6: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality</u>
<u>MV3</u>	<u>Transport Infrastructure Contributions</u>	<u>Policy SD6: Infrastructure Provision & Timing</u>
<u>MV4</u>	<u>Access and Circulation arrangements</u>	<u>Policy SD5: Highway Design Considerations</u>
<u>MV5</u>	<u>Access to Public Transport</u>	<u>Policy SD4: Active & Sustainable Travel</u>

<u>MV7</u>	<u>Rail Services</u>	<u>Policy SD4: Active & Sustainable Travel; Policy SD6: Infrastructure Provision & Timing</u>
<u>MV9</u>	<u>Parking Standards</u>	<u>Policy SD5: Highway Design Considerations</u>
<u>MV12</u>	<u>Servicing Arrangements</u>	<u>Policy SD5: Highway Design Considerations</u>
<u>MV13</u>	<u>Cyclists</u>	<u>Policy SD4: Active & Sustainable Travel; Policy SD6: Infrastructure Provision & Timing</u>
<u>MV14</u>	<u>Pedestrians</u>	<u>SD4: Active & Sustainable Travel; Policy EE1: Townscape and Landscape Quality; Policy SD6: Infrastructure Provision & Timing</u>
<u>NE3</u>	<u>Fragmentation of Agricultural Holdings</u>	<u>Policy SD4: Active & Sustainable Travel; Policy SD5: Highway Design Considerations; Policy EE15: Re-use of Buildings in the Green Belt; EE19: Change of Use of Land in the Green Belt; Policy EE1: Townscape & Landscape Quality</u>
<u>NE7</u>	<u>Restoration (mineral sites)</u>	<u>Deleted & Replaced with Surrey Minerals Core Strategy Policy MC17</u>
<u>NE8</u>	<u>Areas of Landscape Importance</u>	<u>Policy EE1: Townscape & Landscape Quality</u>
<u>NE10</u>	<u>Landscape Problem Area</u>	<u>Policy EE1: Townscape & Landscape Quality</u>
<u>NE11</u>	<u>Countryside Management</u>	<u>Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure; Policy EE12: Blue Infrastructure</u>
<u>NE12</u>	<u>Protection of Trees</u>	<u>Policy EE1: Townscape and Landscape Quality; Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure</u>
<u>NE13</u>	<u>Tree Preservation Orders</u>	<u>Policy EE11: Green Infrastructure</u>
<u>NE14</u>	<u>Trees and Development Proposals</u>	<u>Policy EE1: Townscape and Landscape Quality; Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure</u>
<u>NE15</u>	<u>Landscaping Schemes</u>	<u>Policy EE1: Townscape and Landscape Quality</u>
<u>NE16</u>	<u>Sites of International and National Nature Conservation Importance</u>	<u>Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE10: Thames Basin Heaths Special Protection Area</u>
<u>NE17</u>	<u>County sites</u>	<u>Policy EE9: Biodiversity, Geodiversity and Nature Conservation</u>
<u>NE18</u>	<u>Enhancement of SNCIs</u>	<u>Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure</u>
<u>NE20</u>	<u>Species protection</u>	<u>Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure; Policy EE12: Blue Infrastructure</u>
<u>BE2</u>	<u>Townscape character</u>	<u>Policy EE1: Townscape and Landscape Quality</u>
<u>BE4</u>	<u>Conservation Area Review</u>	<u>Policy EE5: Conservation Areas; Policy EE3: Strategic Heritage Policy</u>
<u>BE5</u>	<u>Development in Conservation Areas</u>	<u>Policy EE5: Conservation Areas; Policy EE3: Strategic Heritage Policy</u>

<u>BE5A</u>	<u>Demolition in Conservation Areas</u>	<u>Policy EE5: Conservation Areas; Policy EE3: Strategic Heritage Policy</u>
<u>BE6</u>	<u>Design guidance in Conservation Areas</u>	<u>Policy EE5: Conservation Areas; Policy EE3: Strategic Heritage Policy</u>
<u>BE7</u>	<u>Enhancement schemes in Conservation Areas</u>	<u>Policy EE5: Conservation Areas; Policy EE3: Strategic Heritage Policy</u>
<u>BE8</u>	<u>Historic Parks & Gardens</u>	<u>Policy EE6: Parks and Gardens of Special Historic Interest; Policy EE3: Strategic Heritage Policy</u>
<u>BE9</u>	<u>Proposals affecting Listed buildings</u>	<u>Policy EE4: Listed Buildings; Policy EE3: Strategic Heritage Policy</u>
<u>BE10</u>	<u>Development affecting the Setting of Listed Buildings</u>	<u>Policy EE4: Listed Buildings Policy EE3: Strategic Heritage Policy</u>
<u>BE11</u>	<u>Listed Building demolition</u>	<u>Policy EE4: Listed Buildings; Policy EE3: Strategic Heritage Policy</u>
<u>BE12</u>	<u>Change of Use of Listed Buildings</u>	<u>Policy EE4: Listed Buildings; Policy EE3: Strategic Heritage Policy</u>
<u>BE13</u>	<u>Buildings of Local Architectural or Historic Interest</u>	<u>Policy EE8: Locally Listed and other Non-Designated Heritage Assets</u>
<u>BE14</u>	<u>Ancient Monuments and Sites of Archaeological Interest</u>	<u>Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs); Policy EE3: Strategic Heritage Policy</u>
<u>BE15</u>	<u>Areas of High Archaeological Potential</u>	<u>Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs); Policy EE3: Strategic Heritage Policy</u>
<u>BE16</u>	<u>Preservation and Recording of Archaeological Remains</u>	<u>Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs); Policy EE3: Strategic Heritage Policy</u>
<u>BE17</u>	<u>Chance archaeological finds</u>	<u>Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs); Policy EE3: Strategic Heritage Policy</u>
<u>BE18</u>	<u>Control of Advertisements</u>	<u>Policy EE1: Townscape & Landscape Quality</u>
<u>BE19</u>	<u>Advertisement Guidelines</u>	<u>Policy EE4: Listed Buildings; Policy EE5: Conservation Areas; Policy EE1: Townscape and Landscape Quality</u>
<u>BE21</u>	<u>Horse Keeping and Riding</u>	<u>Policy EE1: Townscape and Landscape Quality; Policy SL25: Existing Open Space</u>
<u>BE22</u>	<u>Aircraft Noise</u>	<u>Policy EE2: Environmental Protection</u>
<u>BE23</u>	<u>Traffic Noise</u>	<u>Policy EE2: Environmental Protection</u>
<u>BE24</u>	<u>River Bourne Floodplain Land, Chertsey</u>	<u>Policy EE13: Managing Flood Risk</u>

<u>BE25</u>	<u>Access for the Disabled</u>	<u>Policy SD8: Sustainable Design; Policy EE1: Townscape and Landscape Quality</u>
<u>R1</u>	<u>General Provision</u>	<u>Policy SL25: Existing Open Space</u>
<u>R2</u>	<u>Playing fields and All Weather Provision</u>	<u>Policy SL25: Existing Open Space; Policy SL26: New Open Space; Policy SL28: Playing Pitches</u>
<u>R3</u>	<u>Play Areas (in housing developments)</u>	<u>Policy SL26: New Open Space</u>
<u>R4</u>	<u>Recreation facilities (dual use)</u>	<u>Policy SD7: Retention of Social & Community Infrastructure; Policy SL1: Health and Wellbeing</u>
<u>R5</u>	<u>Mineral sites</u>	<u>Deleted & Replaced with Surrey Minerals Core Strategy Policy MC17</u>
<u>R6</u>	<u>River Thames Leisure Policy</u>	<u>Policy EE1: Townscape and Landscape Quality; Policy IE3: Catering for modern business needs; Policy IE4: The visitor economy</u>
<u>R7</u>	<u>Access to the River Thames</u>	<u>Policy SL25: Existing Open Space; Policy EE11: Green Infrastructure; Policy EE12: Blue Infrastructure</u>
<u>R8</u>	<u>Chertsey Meads</u>	<u>Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy SL25: Existing Open Space; Policy EE11: Green Infrastructure</u>
<u>R9</u>	<u>Basingstoke Canal & Wey Navigation</u>	<u>SL25: Existing Open Space; Policy EE5: Conservation Areas; Policy SL1: Health and Wellbeing; Policy EE12: Blue Infrastructure</u>
<u>R11</u>	<u>Hotels & Guest Houses</u>	<u>Policy IE4: The visitor economy</u>
<u>R12</u>	<u>Runnymede Meadows</u>	<u>Policy IE4: The visitor economy; Policy EE3: Strategic Heritage Policy</u>
<u>R16</u>	<u>Amenity Space</u>	<u>Policy SL26: New Open Space</u>
<u>SV1</u>	<u>Land Drainage Systems</u>	<u>Policy EE13: Managing Flood Risk</u>
<u>SV2</u>	<u>Flooding</u>	<u>Policy EE13: Managing Flood Risk</u>
<u>SV2A</u>	<u>Water quality</u>	<u>Policy EE2: Environmental Protection; Policy EE12: Blue Infrastructure</u>
<u>SV3</u>	<u>Telecommunications</u>	<u>Policy EE1: Townscape and Landscape Quality</u>
<u>SV4</u>	<u>Satellite dishes/antennae</u>	<u>Policy EE1: Townscape and Landscape Quality; Policy EE3: Strategic Heritage Policy</u>

Appendix 5: Table 1 Housing Trajectory and Table 2 Affordable Housing Trajectory

Table 1: Housing Trajectory at 1st April 2019 (2015-2030)

Total site capacity	New housing units (2015-16)	New housing units (2016-17)	New housing units (2017-18)	New housing units (2018-19)	New housing units (2019-20)	New housing units (2020-21)	New housing units (2021-22)	New housing units (2022-23)	New housing units (2023-24)	New housing units (2024-25)	New housing units (2025-26)	New housing units (2026-27)	New housing units (2027-28)	New housing units (2028-29)	New housing units (2029-30)	Total
7,920	405	160	618	445	536	671	797	910	603	877	702	402	320	264	210	7,920

Table 2: Affordable Housing Trajectory at 1st April 2019 (2015-2030)

Total site capacity for affordable housing	New affordable units (2015-16)	New affordable units (2016-17)	New affordable units (2017-18)	New affordable units (2018-19)	New affordable units (2019-20)	New affordable units (2020-21)	New affordable units (2021-22)	New affordable units (2022-23)	New affordable units (2023-24)	New affordable units (2024-25)	New affordable units (2025-26)	New affordable units (2026-27)	New affordable units (2027-28)	New affordable units (2028-29)	New affordable units (2029-30)
2,295	264	10	100	86	49	275	222	224	241	258	189	111	103	105	58
Affordable housing requirement of 30% based on supply of 7920	2,376														
Difference between supply and requirement	-81														