



# Runnymede 2030 Local Plan

July 2020

Temporary cover

**Note for Full Council:** Should Full Council agree to adopt the Local Plan, covers for the document will be produced in the new Corporate style, and the date of adoption will be added to the front cover.

*This page is intentionally blank*

# Contents Page

- Foreword by Leader of the Council-Councillor Nick Prescott ..... 6
- 1. Introducing the Runnymede 2030 Local Plan ..... 8
  - Working with other authorities and organisations ..... 8
- 2. Legislative and Planning Policy context.....10
- 3. Portrait of Runnymede .....15
- 4. Issues and challenges.....19
- 5. Strategy for Sustainable Development .....22
  - Background.....22
  - Spatial vision .....23
  - Local Plan objectives.....23
  - The spatial strategy 2015 to 2030 .....25
  - Policy SD1: Spatial Development Strategy .....32
  - Policy SD2: Site Allocations .....37
  - Policy SD3: Active & Sustainable Travel .....43
  - Policy SD4: Highway Design Considerations.....44
  - Policy SD5: Infrastructure Provision & Timing .....46
  - Policy SD6: Retention of Social & Community Infrastructure .....47
  - Policy SD7: Sustainable Design .....49
  - Policy SD8: Renewable & Low Carbon Energy .....51
  - Policy SD9: Longcross Garden Village .....58
- 6. Supporting Local People .....63
  - Policy SL1: Health and Wellbeing.....65
  - Policy SL2: Housing Allocation at Brox End Nursery, Ottershaw .....67
  - Policy SL3: Housing Allocation at Hanworth Lane, Chertsey .....69
  - Policy SL4: Housing Allocation at Coombelands Lane, Addlestone.....71
  - Policy SL5: Housing Allocation at Blays House, Blays Lane, Englefield Green.....72
  - Policy SL6: Housing Allocation at Pycroft Road, Chertsey .....74
  - Policy SL7: Housing Allocation at Thorpe Lea Road North, Egham.....76
  - Policy SL8: Housing Allocation at Thorpe Lea Road West, Egham .....78
  - Policy SL9: Housing Allocation at Virginia Water North .....80
  - Policy SL10: Housing Allocation at Virginia Water South.....82
  - Policy SL11: Housing Allocation at Parcel B, Vet Labs Site, Addlestone .....84
  - Policy SL12: Housing Allocation at Ottershaw East, Ottershaw .....86
  - Policy SL13: Housing Allocation at St Peter’s Hospital, Chertsey .....88
  - Policy SL14: Housing Allocation at Parcel A, Chertsey Bittams, Chertsey.....90
  - Policy SL15: Housing Allocation at Parcel B, Chertsey Bittams, Chertsey.....92
  - Policy SL16: Housing Allocation at Parcel C, Chertsey Bittams, Chertsey.....94

Policy SL17: Housing Allocation at Parcel D, Chertsey Bittams, Chertsey.....	96
Policy SL18: Housing Allocation at Parcel E, Chertsey Bittams, Chertsey.....	98
Policy SL19: Housing Mix and Size Requirements .....	100
Policy SL20: Affordable Housing .....	103
Policy SL21: Presumption against Loss of Residential .....	104
Policy SL22: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople ...	107
Policy SL23: Accommodating Older Persons and Students.....	111
Policy SL24: Self & Custom Build Housing.....	113
Policy SL25: Existing Open Space .....	115
Policy SL26: New Open Space .....	116
Policy SL27: Local Green Space .....	118
Policy SL28: Playing Pitches .....	118
7. Enhancing the Environment .....	120
Policy EE1: Townscape and Landscape Quality.....	120
Policy EE2: Environmental Protection .....	124
Policy EE3: Strategic Heritage Policy .....	129
Policy EE4: Listed Buildings .....	130
Policy EE5: Conservation Areas.....	131
Policy EE6: Parks and Gardens of Special Historic Interest .....	132
Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs).....	133
Policy EE8: Locally Listed and other Non-Designated Heritage Assets .....	134
Policy EE9: Biodiversity, Geodiversity and Nature Conservation.....	137
Policy EE10: Thames Basin Heaths Special Protection Area .....	140
Policy EE11: Green Infrastructure .....	142
Policy EE12: Blue Infrastructure .....	143
Policy EE13: Managing Flood Risk.....	144
Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt.....	148
Policy EE15: Re-use of Buildings in the Green Belt.....	149
Policy EE16: Outdoor Sport and Recreation in the Green Belt .....	149
Policy EE17: Infilling or Redevelopment on Previously Developed Land in the Green Belt.....	150
Policy EE18: Engineering Operations in the Green Belt .....	151
Policy EE19: Change of Use of Land in the Green Belt .....	151
8. Improving our economy.....	152
Policy IE1: Employment allocations.....	154
Policy IE2: Strategic Employment Areas .....	156
Policy IE3: Catering for modern business needs .....	158
Policy IE4: The visitor economy.....	160

Policy IE5: Centre Hierarchy, sequential approach and impact assessment.....	163
Policy IE6: Town centre development.....	165
Policy IE7: Addlestone East Allocation .....	169
Policy IE8: Addlestone West Allocation .....	170
Policy IE9: Egham Gateway East Allocation.....	171
Policy IE10: Egham Gateway West Allocation.....	172
Policy IE11: Strodes College Lane Allocation.....	174
Policy IE12: Town Centre Opportunity Areas.....	175
Policy IE13: Local Centres .....	178
Policy IE14: Shops and parades outside defined centres .....	179
Glossary.....	180
Appendix A: Monitoring Framework.....	188
Appendix B: List of SLAA sites not already granted permission or allocated .....	199
Appendix C: Priority habitats and species in Runnymede.....	200
Appendix D: Saved 2001 Local Plan to be replaced and deleted by policies in the Runnymede 2030 Local Plan .....	202
Appendix E: Table 1 Housing Trajectory and Table 2 Affordable Housing Trajectory .....	209
Table 1: Housing Trajectory at 1 <sup>st</sup> April 2019 (2015-2030).....	31
Table 2: Affordable Housing Trajectory at 1 <sup>st</sup> April 2019 (2015-2030).....	31
Table 3: Spatial distribution of growth over the period of the Local Plan (2015-2030).....	32
Table 4: Expected Housing Delivery 2015 to 2030 .....	36
Table 5: Forecast retail growth in the Borough's town centres over the Local Plan period (net m <sup>2</sup> ).....	167
Figure 2: Map of the Longcross Garden Village.....	55

## **Foreword by Leader of the Council-Councillor Nick Prescott**

Runnymede's thriving communities mix high quality international headquarters and high-tech industry with historic landscapes and open spaces. We all benefit from the best of all worlds with both access to connected services, vibrant employment as well as the countryside and a diverse culture. The Runnymede Local Plan 2030 guides growth to meet the needs of our communities while taking the opportunities to best preserve our treasured heritage, preserve our environment and enhance our green spaces over the next 15 years.

Balancing the conflicting needs within a small constrained Borough is always going to be a continuous challenge. Runnymede Borough Council can continue to remain the envy of other boroughs and districts not only in Surrey but also the regional economy. This local plan is a combination of growth and conservation as we accommodate our growing population and its' inherent societal demands that underpin the objectives of this local plan.

It is the policy set forth by the members of Runnymede Borough Council to commit themselves to a 'brownfield first' approach in identifying land suitable for development; this has been showcased in leading the way by supporting town centre regenerations to support our residents and business' requirements. Our growth cannot however be entirely met within our urban area and sites have been identified within our Green Belt to help our communities sustainably grow. This includes a new Surrey village, at Longcross Garden Village, becoming one of the first of 14 nationwide, which also contains an Enterprise Zone of new business adjacent to Longcross Station.

Continued residential growth must be accompanied by the necessary infrastructure and services to support the residents of Runnymede. As such, there are many working parties whom are working with partners, including the County Council, to support investment in our roads, including the in construction Runnymede Roundabout and the improvements to the A320 road, and to tackle the extraordinary challenge of flooding in our Borough by supporting the River Thames Scheme and safeguarding land for this. This cannot be done by Runnymede alone, and requires support of other strategic working agencies in the area. Opportunities for improved and enhanced rail links are also supported.

The core effect of this local plan is to maintain the very high level of employment and enterprise in the Borough. This remains as perhaps the most important facet in the delivery of the local plan. The most strategic sites are protected for this while we continue to support all areas of our economy. Meeting our housing need is extremely challenging but no stone was left unturned in the discovery phase of this plan to ensure that the council did its utmost in finding ways to provide for all the types of housing we need including affordable and self-build housing and new homes for specialist needs including older people, Gypsies and Travellers and students. The depth and breadth of the housing plans that are in this plan shows that we are building a diverse yet prosperous borough and accommodating all the relevant social and economic needs.

I would like to take this opportunity to thank all those who engaged and helped to prepare the Runnymede 2030 Local Plan.

*This page is intentionally blank*

## 1. Introducing the Runnymede 2030 Local Plan

- 1.1 The Runnymede 2030 Local Plan is the key document that provides the framework to guide the future development in the Borough of Runnymede. It sets out an ambitious vision and objectives, followed by a clear and focussed spatial strategy. It includes policies for managing development and infrastructure to meet the identified social, environmental, and economic challenges facing the area up to 2030 which will ensure that the Local Plan's vision is met.
- 1.2 Taken as whole, the Local Plan policies implement the vision and objectives, essentially setting out what development will be needed and where it should occur as well as identifying key areas that should be protected. Development will be guided by allocations for specific sites and by policies to be applied to planning applications. The Plan policies make clear the approaches to delivering housing, employment, retail, leisure, community uses and activities and infrastructure in the Borough as well as protection for the environment. Areas are designated on the Policies Map where development will be inappropriate or where particular matters need to be considered, such as the Green Belt, or ecological designations.
- 1.3 Ultimately, the Runnymede 2030 Local Plan is used to make decisions on planning applications. It also forms the strategic framework for Neighbourhood Plans. More detailed guidance will follow the adoption of the Local Plan in the form of Supplementary Planning Documents, according to the adopted Local Development Scheme.
- 1.4 A Monitoring Framework is set out within Appendix A of this Local Plan. The Monitoring Framework enables the Council to undertake an annual check on whether the Local Plan is being implemented as envisaged and the progress being made in achieving the overarching objectives of the Plan. The Framework contains a series of indicators and targets against each of the Plan objectives to measure progress and is based on SMART principles i.e. that indicators/targets should be **Specific, Measureable, Achievable, Realistic and Time-related**. If monitoring reveals that Plan objectives are not being met, the Council may need to take remedial action including a review of the Plan or parts of the Plan.

### **Working with other authorities and organisations**

- 1.5 Throughout the preparation of the Local Plan, the Council has engaged with partner organisations and other relevant Local Authorities under the Duty to Cooperate (DtC). The DtC is a requirement of the Localism Act 2011. Its aim is to ensure that Local Planning Authorities (LPAs) engage constructively, actively and on an ongoing basis throughout the preparation of a Local Plan, so that strategic cross boundary matters are dealt with effectively in individual Local Plans.
- 1.6 The Council's DtC Scoping Framework (October 2015) sets out how the Council intends to fulfil its obligations relating to the Duty in preparing the Runnymede 2030 Local Plan and scopes the strategic cross boundary issues where cooperation is required. It also sets out how the Council has cooperated on each of the cross-boundary issues since the beginning of the Plan preparation process in April 2014 up to the date the document was published. Since this time, further DtC Statements have been produced, as well as a DtC Review which sets out how the Council has continued to positively engage with DtC partners as the Local Plan has moved forward and will continue to engage post adoption. The DtC documents can be viewed on the Council's website.



- 1.7 The Council has worked with partners to negotiate the signing of Statements of Common Ground (SoCG) and Memorandums of Understanding (MoU). All SoCG and MoU entered into by the Council can be viewed on the Council's website.

## **2. Legislative and Planning Policy context**

### **NATIONAL LEVEL**

#### **Planning and Compulsory Purchase Act**

- 2.1 Section 62 of the Planning and Compulsory Purchase Act (2004) requires LPAs to prepare a plan for their area to be known as a local development plan, which has to be adopted by resolution of the LPA. The plan must set out the authority's objectives in relation to the development and use of land in their area and their general policies for the implementation of those objectives. The Act is also clear that such plans can also contain specific policies in relation to any part of the area of the authority.
- 2.2 In preparing a local development plan, Local Authorities are required to have regard to (amongst other things) sustainable development, national policies, and the community strategy prepared by the authority.
- 2.3 Section 62 (6) of the Act confirms that Local Authorities must carry out an appraisal of the sustainability of the plan and prepare a report of the findings of the appraisal as part of the preparation process.
- 2.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act (TCPA) 1990 require that applications for planning permission are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Local Development Plan is part of the Development Plan for a Local Authority area together with any adopted Neighbourhood Plans.

#### **The Localism Act (2011)**

- 2.5 The Localism Act provided the legal framework for the abolition of the Regional Strategy (RS), which in the South East of England was the South East Plan (SEP). The SEP set the housing target for Runnymede Borough, but when the Plan was partially revoked in February 2013, the figure it contained became historic (more information on the SEP is provided below).
- 2.6 In its place the Localism Act introduced a 'Duty to Cooperate', to ensure that LPAs and other public bodies work together in the pursuit of the planning of sustainable development that extends beyond their own administrative boundaries. LPAs must demonstrate their compliance with the Duty when their Local Plan is examined.
- 2.7 One of the most significant changes made by the Localism Act was the introduction of a neighbourhood planning regime. This allows communities (parish councils and groups of people from the community, called 'neighbourhood forums') to formulate Neighbourhood Development Plans (NDPs), which can guide and shape development in their areas. However, Neighbourhood Plans must be in general conformity with the policies contained in the local development plan and therefore the content of this Local Plan is a factor that will be taken into account when the soundness of any subsequent Neighbourhood Plan is being considered.

#### **The Housing and Planning Act (2016)**

- 2.8 The Housing and Planning Act received Royal Assent on 12th May 2016. The Act has the strategic objectives of increasing the output of new build homes and improving the affordability of home ownership for First Time Buyers.

### **The National Planning Policy Framework (NPPF)**

- 2.9 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 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 will apply for the purpose of examining plans, where those plans are submitted on or before 24 January 2019.’

### **The National Planning Practice Guidance (PPG) (2014)**

- 2.10 On 6<sup>th</sup> March 2014 the Department for Communities and Local Government (DCLG) launched the national Planning Practice Guidance (PPG) as a web-based resource which aims to support the policies contained in the NPPF and provide additional guidance on certain aspects including the assessment of Objectively Assessed Need (OAN).
- 2.11 The Government keeps the guidance under review and it is amended as necessary as legislation and policy changes. It supplements the policies contained in the NPPF. Draft planning practice guidance was published along the proposed amendments to the NPPF during the recent public consultation referenced in the section above.

### **The Housing White Paper (2017)**

- 2.12 The white paper ‘Fixing our broken housing market’ was published in 2017 and set out a broad range of reforms that the government plans to introduce to help reform the housing market and increase the supply of new homes. Following the publication of the white paper, the government also published the ‘Planning for the right homes in the right places’ consultation in September 2017 which sought views on a number of changes to planning policy and legislation, some of which were foreshadowed in the housing white paper.

## **REGIONAL and SUB REGIONAL LEVEL**

### **The South East Plan (SEP) (2009)**

- 2.13 The SEP was adopted in May 2009 and its policies formed part of the Development Plan for Runnymede until 25th March 2013 when it was partially revoked, leaving only Policy NRM 6 remaining. This policy relates to new residential development near the Thames Basin Heaths Special Protection Area (TBHSPA) and as such still forms part of the Development Plan for Runnymede.

### **The Surrey Local Strategic Statement (LSS)**

- 2.14 In July 2014, the Surrey Leaders’ Group agreed to establish a Strategic Planning and Infrastructure Partnership to facilitate joint working to address strategic issues and deliver on strategic priorities.
- 2.15 The scope of the Partnership envisaged the development of a planning and investment framework comprising:

- 1) A Local Strategic Statement (LSS) that sets out shared objectives around spatial, infrastructure and economic issues and a broad direction for spatial planning on strategic priorities;
  - 2) A MoU on how councils will work together towards an LSS and more generally on strategic planning; and,
  - 3) An Investment Framework to support the delivery of the strategic priorities in the LSS including a co-ordinated approach to infrastructure funding and delivery that builds on the Surrey Infrastructure Study (SIS).
- 2.16 The LSS, once completed will not be a statutory document, but is intended to set out a consensus around common objectives and priorities through an overarching spatial planning vision for Surrey, covering the period 2016 to 2031. It will be a key tool to help councils manage growth sustainably and will provide important evidence for Surrey boroughs and districts to demonstrate that strategic cooperation is an integral part of their Local Plan preparation. It will be informed by existing and new evidence developed to support Local Plan preparation by the boroughs and districts and the SIS. It will also reflect the Coast to Capital and Enterprise M3 Local Enterprise Partnerships (LEPs) strategic economic plans and take account of other wider relationships.
- 2.17 During plan preparation, the first phase of the LSS was drafted collaboratively by the Surrey authorities alongside Surrey County Council (SCC) and an interim LSS was agreed by all authorities following consultation with partners.

### **Transport for South East**

- 2.18 Transport for the South East (TfSE) is a partnership to improve the transport network for all and grow the economy of the whole South East area by choosing the right strategic transport priorities for investment. TfSE currently operates as a shadow body. The intention is that, with Government approval, it will begin full operation in 2020.

### **The Surrey County Council Waste and Minerals Plans**

#### **Surrey Minerals Plan (SMP) (2011)**

- 2.19 The Surrey Minerals Plan (SMP) Core Strategy and Primary Aggregates Development Plan Documents (DPDs) were adopted in July 2011 by the County Council, the authority responsible for minerals planning matters in Runnymede Borough. The SMP Core Strategy DPD provides the planning framework for minerals extraction across the County including the safeguarding of areas and the SMP Primary Aggregates DPD includes site allocations for primary aggregate extraction within the Borough.

#### **Surrey Waste Plan (SWP)**

- 2.20 The Surrey Waste Plan (SWP) (2008) has been prepared by the County Council, the authority responsible for waste planning matters. The Plan consists of a number of DPDs which are intended to guide the development of waste management facilities in Surrey and include site allocations for waste development in Runnymede.
- 2.21 The County Council's proposals for an Energy from Waste incinerator on land adjacent to Trumps Farm for the treatment of residual municipal waste were set aside in December 2009. These plans were set aside in favour of a move to develop a waste management eco-park including an anaerobic digestion and gasification plant elsewhere in the County. In 2011, the County Council also approved an application for

an anaerobic digester at Trumps Farm for the treatment of commercial food waste alongside the 'Ecopod' composting process. No other sites for waste development are identified in Runnymede within the adopted SWP.

- 2.22 The Surrey Waste Plan 2019-2033 will be considered by the SCC cabinet for adoption in September 2020.

### **Surrey Aggregates Recycling Joint Development Plan Document for Minerals and Waste Plans (ARJDPD) (2013)**

- 2.23 The Aggregates Recycling Joint Development Plan Document (ARJDPD) was adopted by the County Council in February 2013. The ARJDPD sets out the planning framework for doubling the amount of recycled aggregate produced in Surrey as a replacement for primary aggregates and includes site allocations for aggregates recycling in the Borough. Resources of land-won sand and gravel in Surrey used for the manufacture of concreting aggregates are expected to have become largely depleted by the end of the Minerals Plan period in 2026.

### **Enterprise M3 Local Enterprise Partnership**

- 2.24 The Enterprise M3 area stretches from the outskirts of London along the wider M3 corridor to the New Forest in the south and is one of the largest LEP areas in the country with a population of 1.6m and 86,500 businesses.
- 2.25 The LEP's Strategic Economic Plan sets out a vision for the enterprise area to be 'the premier location in the country for enterprise and economic growth, balanced with an excellent environment and quality of life'. The Economic Plan identifies a number of interventions to bring about the vision including measures to promote enterprise and competitiveness and growth of high value industries.
- 2.26 The Plan recognises that to achieve the scale of growth anticipated, the measures identified require investment in physical infrastructure and place making. Interventions include identifying a number of towns either as growth or step up towns and the whole of the EM3 area as the primary Science and Technology corridor in the UK. No towns in Runnymede were identified as growth or step up towns.
- 2.27 The LEP's Growth Strategy sets out a number of challenges to future growth in the LEP area including that the growth of the labour force is not keeping pace with potential growth of businesses, unreliable transport connections by road and rail with congestion on some routes and the need for essential investment in infrastructure and house building not keeping pace with the needs of the economy. To this end the Strategy contains an action plan with the aim of increasing the supply of labour, establishing an effective housing strategy and addressing congestion.

### **The Surrey Nature Partnership**

- 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 SNP works closely with the Surrey Wildlife Trust, who manage protected areas outside of the borough.

## **LOCAL LEVEL**

### **The Runnymede Corporate Business Plan (CBP) (2016)**

- 2.29 The Runnymede Corporate Business Plan (CBP) sets out the corporate priorities for the Council over a 4 year period, between 2016 and 2020. Corporate priorities are split into three themes: 'supporting local people', 'enhancing our environment' and 'improving our economy'. There is also a fourth theme entitled 'organisational development' which is more inward-facing and which is concerned with developing the Council internally in order to help support the achievement of all the Corporate Priorities as effectively as possible.
- 2.30 The CBP was subject to a number of consultation events prior to it being finalised and published in July 2016.
- 2.31 This Local Plan seeks to build on the corporate priorities outlined in the CBP and the relevant parts of the CBP are therefore referred to in this document.

### 3. Portrait of Runnymede

- 3.1 Runnymede is located in North West Surrey only twenty miles from Central London and is strategically located at the junction of the M25 and M3 motorways. It has excellent road and rail connections to the capital and by road to Heathrow Airport. There is good access to the wider South East Region by the motorway network and the Reading – Waterloo and Weybridge – Waterloo railway lines.
- 3.2 Runnymede is a small Borough when compared with most of the other Surrey authorities, measuring only eight miles from north to south. Approximately 79% of its area lies within the Metropolitan Green Belt, which makes the area an attractive location to live, work and visit.
- 3.3 The Green Belt in Runnymede is the first substantial area of open land on the south west edge of the London Metropolitan area. Parts of Runnymede's Green Belt are used for mineral working and landfill, public utilities, motorways and their intersections, educational and other institutions, research and development establishments, hotel and conference centres and large scale recreational uses, all of which were largely established before the Green Belt was designated. There are also in-filled gravel pits, other former pits that are now areas of open water, areas of gravel deposits reserved for future extraction, land that serves as floodplain and undeveloped areas with significant nature conservation interest.
- 3.4 Accessibility to London, Heathrow and Gatwick airports by rail and motorway makes Runnymede a highly desirable business location. The Borough has a strong local economic base with many commercial enterprises in the town centres, industrial estates, suburban business areas and business parks.
- 3.5 In terms of movement of people into and out of the Borough, the 2011 Census Workplace data showed that 21,460 people commuted out of Runnymede on a daily basis, with 30,672 workers commuting into the Borough. This represents a daily net inflow of 9,212 people.
- 3.6 The population of Runnymede itself is growing. In 2013 the Office for National Statistics (ONS) records a population of 83,448 in the Borough. Over the period 2001-13 the population grew by approximately 6.8%. Between 2013 and 2033 the population is forecast to grow by 19.9% to 100,088 people<sup>1</sup>.
- 3.7 In recent years there has been considerable redevelopment and intensification of Runnymede's mainly low-rise lower density housing, together with development and redevelopment of commercial premises in business areas. Historically house building in Runnymede consistently exceeded Structure Plan and SEP targets. House prices are on average higher than in the rest of the South East and similar to those in parts of London. The availability of affordable housing to meet local needs remains a key issue in the Borough.
- 3.8 Runnymede has a rich architectural and environmental heritage, having a range of Grades II, II\* and I nationally listed buildings. The Borough also contains some important statutorily listed parks and gardens such as Great Fosters (Grade II\*) and Savill Garden (Grade I) and several Scheduled Ancient Monuments, including the Bowl Barrows at Longcross, Chertsey Abbey and the hill fort and chapel at St Ann's Hill.

---

<sup>1</sup> Runnymede-Spelthorne Strategic Housing Market Assessment (2015)

- 3.9 The Borough also contains a number of nationally and internationally important nature conservation sites, including Windsor Forest and Great Park to the north west which is a Special Area of Conservation (SAC) and a Site of Special Scientific Interest (SSSI). The Runnymede Meadows to the north of the Borough include an SSSI (Langham Pond), and the remainder is a Site of Nature Conservation Importance (SNCI). A small part of the Borough on its western side is also within 400 metres of Chobham Common SSSI, an integral unit of the TBHSPA. The Borough contains a number of Suitable Alternative Natural Greenspaces (SANGs) to encourage walkers and dog walkers away from the Special Protection Area (SPA). There are also two Local Nature Reserves (LNRs) at Chertsey Meads and the Riverside Walk at Virginia Water.
- 3.10 The Borough also has a number of ancient woodland sites and open spaces covering a number of categories including parks and gardens, allotments and cemeteries and churchyards.
- 3.11 Watercourses and lakes are a key characteristic of the Borough, with the River Thames running along the Borough's eastern boundary and the Basingstoke Canal forming the south eastern boundary. The River Wey, Addlestone Bourne and Chertsey Bourne run through the Addlestone and Chertsey areas of the Borough, and consequently much of the eastern side of the Borough is subject to flood risk. The water courses are all designated in parts as SNCI or SSSI. Recreationally, there are a number of water-based activities available in Runnymede including sailing, waterskiing, windsurfing, canal and river boating and fishing. The Thorpe Park No. 1 Gravel Pit is a flooded former gravel pit, which is a SSSI and a Ramsar site. It is also an integral unit of the South West London Water Bodies SPA and is especially renowned for its wetland bird interest as it supports many wintering birds, including significant numbers of wintering Gadwall and Shoveler.
- 3.12 Tourism is an important part of the local economy. The main attractions include Thorpe Park, the River Thames, the Runnymede Meadows and Coopers Hill Slopes (site of the Magna Carta Memorial, the John F Kennedy Memorial and the Air Forces Memorial), Wentworth Golf Club, Virginia Water Lake, Savill Garden and Windsor Great Park, Chertsey Meads and the site of Chertsey Abbey.
- 3.13 The Borough has three main towns; Addlestone, Chertsey and Egham. **Addlestone** is a relatively young centre, which grew with the coming of the railway in the late 19th century. Today the centre contains a mix of commercial and residential uses, with a large superstore at its centre. Addlestone is also the administrative centre of the Borough, containing the Runnymede Civic Centre. The town is currently undergoing regeneration with the Addlestone One scheme, which will deliver a mixed use development including a range of retail units, restaurants, leisure uses including a gym and cinema, and over 200 apartments. Further phases of regeneration are set out within this Local Plan.
- 3.14 **Chertsey** is an historic town which developed around a Benedictine abbey dating from Saxon times. The Abbey grew to become one of the largest Benedictine abbeys in England, but was dissolved by King Henry VIII in 1537, and no buildings remain. Notable landmarks in Chertsey include Chertsey Bridge; a road bridge across the River Thames dating from the eighteenth century and which is now listed Grade II\*, and Chertsey Lock, which is about 200 yards upstream of the Bridge, on the river's left bank. The riverside paths provide opportunities for walking and cycling, and the 170-acre Chertsey Meads LNR is characterised by open meadow adjacent to the river. The site provides grazing, wildlife habitats, fishing, walking and picnic areas.



- 3.15 Part of Chertsey town was 'revitalised' with modern offices and apartments in the 1990's but the central conservation area retains much of its historic character. New town centre development and regeneration will be promoted in Chertsey over the Plan period. To the south west of Chertsey are St Peters Hospital and the Hillswood Business Park, both of which are major employment locations.
- 3.16 **Egham** lies near to the historic Runnymede Meadow, which is close to the site of the sealing of the Magna Carta in 1215. Egham has seen significant commercial redevelopment in recent years, both in the town centre and along the Causeway business area, which extends towards Staines upon Thames to the north east of the town. Much of this area, known as Egham Hythe, is in the River Thames flood plain. Opportunities for regeneration and redevelopment in Egham will continue to be sought over the Plan period.
- 3.17 The Borough contains a range of local centres. The two largest local centres are located at Virginia Water and Woodham/New Haw. **Virginia Water** is located on the western side of the Borough and benefits from three local shopping parades and a railway station, although has limited office accommodation. The settlement includes the low-density residential area of the private Wentworth Estate which was developed by W G Tarrant in the 1930s and which also contains the world famous Wentworth Golf Club. There are further significant residential developments to the south of the settlement and along roads to the north and east. Notable developments include those at Virginia Park which has seen the restoration of the Grade I listed former Holloway Sanatorium, and a similar development at St Ann's Park.
- 3.18 The settlements of **Woodham and New Haw** are contiguous and visually read as one. The area is primarily residential but contains small areas in employment use and an important local shopping parade at The Broadway. Woodham Lane is the main spine route running east-west centrally through the urban area, with secondary roads running off it to the north and the south. The settlement's southern edge is defined by the Basingstoke Canal and its Conservation Area, and the River Wey Navigation cuts through the eastern edge of New Haw in a south-north alignment before joining the River Thames at Weybridge. Byfleet and New Haw station is located approximately 1.3km from the local centre at the Broadway, within the Runnymede boundary.
- 3.19 The Borough also contains two smaller centres at Englefield Green and Ottershaw, and the village of Thorpe. The settlement of **Englefield Green** is located to the west of Egham and is situated on higher ground. It comprises a small commercial centre surrounded by large residential areas. Englefield Green is home to Royal Holloway University of London (RHUL), and a campus of the ACS International School. These institutions, along with Strodes College which is located in Egham Town Centre, have led to a significant and growing student population in the area.
- 3.20 **Ottershaw** is a mainly residential area of mixed character, with its own identity and sense of place. This is partly derived from the clearly identified 'heart' of the urban area, focused on the former 'The Otter' public house (now a restaurant) and adjoining local shopping parade and community facilities. A noteworthy feature is the Grade II listed The Mansion, at Ottershaw Park. The local centre and the surrounding residential area are located in the urban area whilst other parts of Ottershaw, such as Ottershaw Park, are located in the Green Belt.
- 3.21 The village of **Thorpe** has existed in some form since AD 672 as part of the endowment of Chertsey Abbey. Monks Walk, originally linking Thorpe to Chertsey Abbey prior to the latter's dissolution, still survives. The oldest existing building is the church of St. Mary, and many other buildings date from the 16th century, the village

hall originally being a Tythe Barn. The village, which contains many listed buildings, is set on a slightly raised area within the Thames river meadows. These meadows, which surround the village, are a national source of sand and gravel deposits and Thorpe Hay Meadow is a designated SSSI. Thorpe is also home to The American School in Switzerland (TASIS), which serves the expatriate community, and Thorpe Park theme park which was opened in 1979 on the site of a gravel pit that was partially flooded with the intention of creating a water-based theme for the park. Additional residential areas have developed in the wider area of Thorpe, along Chertsey Lane and its Thames river frontage, and also along Thorpe Lea Road.

## 4. Issues and challenges

- 4.1 The Council's CBP 2016-2020 contains a SWOT analysis for the Borough of Runnymede which is reproduced below, and which helps identify the strengths, weaknesses, opportunities and threats/challenges that exist in the Borough:

### Strengths

- The Borough is within the top 10 per cent of least deprived areas nationally.
- We have a thriving economy with high earnings and low unemployment.
- The Borough is in close proximity to London, Heathrow Airport and the M25, M3 and M4 motorways.
- We have reasonable access to the rest of the country by rail.
- The Borough has some of the best educational establishments in the country.
- The Borough boasts several high profile local attractions such as Thorpe Park, Savill Garden, Wentworth Golf Club, the Magna Carta Memorial, the Air Forces Memorial, Virginia Water Lake, Runnymede Meadows, Runnymede Pleasure Ground and the River Thames for leisure and commercial use.
- The Borough benefits from a number of historically significant sites including Grade I listed buildings and internationally important nature conservation sites.
- We have sites of historic interest - Runnymede Meadows, Chertsey and Egham.
- We have highly valued parks and open spaces providing a range of play and leisure opportunities.
- The Council's Safer Runnymede which includes our state of the art CCTV system in operation across all of North Surrey, has made a major contribution to a low crime rate and the general public's perception of safety.
- We have well managed, high quality Council housing stock.
- The Housing department has effectively responded to rising levels of homelessness, re-providing a range of temporary accommodation options, enabling tenants to 'downsize' to more suitable housing provision with the private sector and Registered Providers (RPs)
- We have a wide range of community services for older and vulnerable people.
- We have articulate and well-organised community groups.

### Weaknesses

- With reductions in Government support and low Council Tax, it is becoming more and more difficult to sustain services.
- There are 'pockets' of need in the Borough which have health and obesity issues, lack of educational attainment, higher unemployment, and unsuitable housing.
- Whilst the Borough's proximity to the motorway network is a strength in many respects, it can have a negative impact on residents' quality of life e.g. congestion and air quality.
- There is limited land for housing and commercial development to meet the community's needs outside the Green Belt.
- Approximately 30% of the Borough is located in the floodplain (flood zones 2 and 3) which leaves approximately 1300 commercial and approximately 11,600 residential addresses at risk from fluvial flooding.

- The infrastructure may not be able to accommodate the expected population growth in specific parts of the Borough.
- There are high levels of dependence on the private car.
- There are high levels of traffic resulting in a large carbon footprint.
- There is limited bus provision.

### **Opportunities**

- To formulate a sustainable strategy for growth in the Borough through the Runnymede Local Plan.
- To expand some of our current Council services such as Careline, preventative services, CCTV, community transport, green and trade waste.
- To take on extra responsibilities through 'devolution' and 'double devolution' in return for extra income.
- To create additional revenue streams and place shape through further property acquisition and development opportunities.
- To improve service to residents through shifting transactions to online self-service where appropriate and viable.
- To bid for strategic funds such as through LEPs.
- To develop the Borough's business base around cyber security through the local Enterprise Zone at Longcross Park, which will also support economic growth.
- To raise additional resources for infrastructure through the proposed Community Infrastructure Levy (CIL) or its successor (financial contributions obtained from new development).
- To increase/improve our partnership working to better maximise resources e.g. with the private sector and RPs to increase affordable housing.
- To provide opportunities for home ownership.
- To develop shared services where this is beneficial to the Borough.
- To reduce the Borough's ecological footprint through modal shift to walking, cycling and other forms of sustainable transport if we can successfully work with partners to make infrastructure improvements.
- To reduce pollution in Air Quality Management Areas (AQMAs).
- To reduce the risk of flooding to properties through our contribution to the River Thames Scheme (RTS).
- To improve areas of open space, for greater use by residents and their children for informal recreation and facilities for sport and play.
- RHUL has an approved masterplan which will enable the university to grow and upgrade the educational offer.
- The RTS could potentially provide new leisure facilities e.g. walking and cycling routes and/or water sports.

### **Threats/challenges**

- The Government's plan to cut the national deficit will reduce public spending in real terms for a significant time to come.

- The impacts of Brexit are yet unknown but is likely to add additional challenges.
- Radical legislation and policy development, particularly in the areas of housing and planning.
- Welfare reform changes are gradually being phased in which will result in reduced disposable incomes for some people who receive benefits. The subsequent effect of this is that more people may require support from Council services which will mean a greater demand on resources.
- The Housing and Planning Act presents significant challenges for the Council, especially the redefinition of affordable housing and the requirement to provide starter homes.
- There is rising homelessness and a growing affordability gap in housing.
- As more housing is built there will be pressure for more community facilities including public transport, school places, and leisure opportunities.
- Planning law and national guidance has changed significantly in the last few years and continues to evolve. Keeping up with the pace of change continues to be a challenge and stretch resources.
- There is a need for significant additional expenditure to deliver the Direct Service Organisation's (Depot's) services and to continue to improve recycling rates.
- There will be a need for significant investment if we expand some services e.g. Community Transport.
- There has been some loss of income in areas where the Council has provided discretionary services in the past e.g. Yellow Buses, with the loss of Section 106 funding (contributions sought from property developers towards the costs of providing community and social infrastructure).
- There are services we need to strengthen to meet pressures from Central Government e.g. air quality.
- Customer Services within the Council is consuming more resource than originally anticipated.
- The profile of the population will change over the next 15 to 20 years which will result in a larger number of older people and fewer workers to support them.
- Climate change effects are inevitable with more extreme weather events of droughts and floods.
- There is increased car dependence causing increased congestion and air pollution.
- The carbon footprint continues to grow.
- There is development pressure on the Green Belt due to a shortage of available sites for development in the Borough's urban areas.
- The changes made to the planning system which allow for a range of commercial buildings (including offices) to be converted to residential units without needing to apply to the Council for planning permission, threatens to diminish the Council's stock of employment floor space to the detriment of the local economy.
- Reductions to SCC's funding could have an impact upon us as a Borough Council e.g. they may reduce their community services grant to us or reduce their grants to local voluntary services who will then suffer if alternative funding is not found.

## 5. Strategy for Sustainable Development

### Background

- 5.1 The NPPF requires local plans to be prepared positively. That means they should promote economic growth and significantly boost the delivery of new homes. Ordinarily these objectives should be achieved by planning to meet the full objectively assessed need for housing (OAN). The PPG provides detailed advice on the assessment of the OAN. It advises that the starting point for calculating the need for new homes should be an up-to-date projection of population growth (demographic change), adjusted where necessary to ensure there will be enough housing to accommodate workers to fill the jobs that will be created over the life of the plan, to respond to market signals that indicate supply may have been constrained and to make housing more affordable. However, whilst these economic and social objectives of the Framework are vitally important they must be balanced with a third dimension of sustainable development, which requires that the need for new jobs and homes should be balanced with the conservation and enhancement of the natural environment. That objective involves maintaining the long-term integrity of the Green Belt, the protection of sensitive landscapes, and promoting biodiversity. Plans must also take account of particular environmental constraints, especially the risk posed by flooding.
- 5.2 Against that background, earlier versions of the Local Plan<sup>2</sup> proceeded on the basis that the Council would meet the full need for housing between 2015 and 2035. This strategy assumed that most new homes would be provided in existing urban areas and previously developed land in the Green Belt. The plan also proposed the limited releases of other land from the Green Belt where this would not prejudice its purposes or integrity. The plan recognised that not all of the housing that is required could be provided in the Borough without causing unacceptable harm to the environment. Therefore, it proposed that unmet need arising from economic growth should be accommodated in neighbouring districts under the “duty to cooperate”.
- 5.3 Subsequently, the response to consultation under the duty to cooperate revealed neighbouring authorities are unable to accommodate Runnymede’s unmet need. The Council’s Strategic Land Availability Assessment (SLAA) also revealed that there is no scope for bringing forward further suitable, available and achievable sites within the urban area. The Council considered whether it should contemplate making good this shortfall through further releases of land from the Green Belt. It concluded that it ought not to do so.
- 5.4 In the circumstances, the Council has decided that the strategy of this submission version of the Local Plan should be adjusted to reduce the plan period to a 15 year period to ensure that the OAN for the Borough can be met in full. This is now largely possible given the conclusions of the updated Runnymede-Spelthorne SHMA which has seen a reduction in the OAN for the Housing Market Area.

---

<sup>2</sup> Issues, Options and Preferred Approaches consultation, July 2016; Additional Sites and Options consultation, May 2017

## **Spatial vision**

- 5.5 The Local Plan for Runnymede represents the long-term spatial strategy for the Borough which will deliver the spatial vision and objectives set out below.
- 5.6 The spatial vision has been informed by the Council's mission as set out in the CBP, and the shared vision in the emerging Surrey LSS.

*By 2030 Runnymede will be a Borough which has effectively balanced its competing environmental, social and economic pressures by delivering sustainable growth.*

*The Borough will continue to enjoy a high quality natural environment through its green spaces, habitats and waterways. The general extent of the Green Belt will have been protected by making the most efficient use of land. Runnymede will be resilient to and mitigate climate change impacts especially by reducing and minimising the risks from flooding, reducing greenhouse gas emissions and improving water quality and efficiency.*

*Runnymede will see healthier and safer communities which benefit from improved life chances and reduced inequalities achieved through the creation of inclusive places delivering a range of housing including for those with specialist needs and the necessary infrastructure to support sustainable communities.*

*Working with our partners, Runnymede will have remained an attractive area for business and innovation with a competitive and high value economy and development of the Borough's Enterprise Zone at Longcross Park. The town centres in Addlestone, Chertsey and Egham will offer an enhanced range of retail and leisure opportunities for residents, workers and visitors to the Borough having been the focus for regeneration.*

*A high quality and inclusive built environment will have been achieved through place shaping opportunities including the creation of a new garden village at Longcross, with protection and enhancement of the Borough's historic and natural environments playing a role in the Council's leisure and tourism offer.*

*Supporting infrastructure schemes and improvements which promote the use of active and sustainable modes of transport which help reduce congestion will have been a focus to unlock growth across the Borough and reduce pollution.*

## **Local Plan objectives**

- 5.7 The Local Plan objectives set out how the Spatial Vision will be realised and have been arranged in line with Runnymede CBP priorities. Like the Spatial Vision, the Plan objectives have been informed by the CBP (including its SWOT analysis) and the Sustainability Appraisal (SA).

## **Supporting local people**

- 1) To protect and improve the health and well-being of the population, reduce health inequalities and improve the quality of people's lives through developing healthier and safer communities and improving life chances;
- 2) To support the delivery of at least 7507 high quality additional homes in Runnymede in the period 2015-2030 (an average of 500 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;
- 3) To continue to support the improvement of local leisure activities that are accessible to all;

- 4) To ensure Runnymede's communities are supported by new or enhanced community and other infrastructure services and facilities, including a range of sustainable and active travel choices;
- 5) To deliver a garden village at Longcross which achieves a sustainable community capable of meeting its own day to day service needs and which offers a choice of sustainable and active travel modes;

#### **Enhancing our environment**

- 6) To increase resilience to climate change, including flood risk, to reduce greenhouse gas emissions and promote water efficiency and the use of renewable and low carbon energy;
- 7) To protect the Borough's soil, mineral and groundwater resources by making the most efficient use of land, reduce air, land and noise pollution and improve water quality;
- 8) To protect and enhance the Borough's heritage assets, both designated and non-designated and promote their use as part of the Council's leisure and tourism offer;
- 9) To protect and enhance the Borough's biodiversity, habitats and species and to contribute to net gains in biodiversity;
- 10) To protect and enhance the Borough's most valued landscapes and its green spaces as well as the general extent of the Green Belt;
- 11) Revitalising areas in need of physical improvement and proactively seeking opportunities for regeneration to assist with place shaping and the enhancement of the built environment;

#### **Improving our economy**

- 12) To maintain the economic role of Runnymede in the wider area and sustain economic growth and competitiveness by protecting the most valued employment sites and supporting development of the Borough's Enterprise Zone at Longcross Park;
- 13) To support projects which improve the integration of road and rail to reduce congestion and improve accessibility to a range of sustainable and active travel choices;
- 14) To support the regeneration of Addlestone, Chertsey and Egham town centres to enhance their retail and leisure offer and to maintain the role of other centres in the Borough in meeting their community's day to day needs.



## **The spatial strategy 2015 to 2030**

- 5.8 To deliver the Borough's vision and objectives, a clear Spatial Strategy is needed. There will continue to be development pressures in Runnymede over the period of this Local Plan and a positive approach is proposed to accommodate the new homes, shops and services, businesses and infrastructure required. However, as noted in the background text above, a balance is needed between responding to the social and economic needs for development and protecting the environment and other assets that make Runnymede the place that it is. Key challenges for Runnymede include delivering genuinely sustainable development, addressing the issues associated with climate change, supporting the local economy and delivering the new homes that are needed in Runnymede whilst maintaining the strategic integrity of the Green Belt and protecting the environment.
- 5.9 The spatial strategy for Runnymede is to continue to focus development in the Borough's existing urban areas over the period of the Local Plan. Given, however, the significant level of housing need which exists in the Borough, as evidenced through the Runnymede-Spelthorne Strategic Housing Market Assessment (SHMA), it is evident that there needs to be a step change in housing delivery in Runnymede. This step change can only be achieved through the release of a number of sites from the Green Belt on adoption of the Local Plan and allocating them to meet identified housing (and employment) needs. This is supported by the Council's 2017 SLAA which shows that despite the Council's proactive efforts to identify sufficient suitable, available and achievable sites in the urban area to meet the identified growth needs of the Borough over the period of the Local Plan, additional land which is currently outside the urban area will be required to significantly boost the supply of housing in the Borough as required by national planning policy.
- 5.10 The Council's Exceptional Circumstances paper (January 2018 with April 2018 addendum) sets out the compelling reasons to return a number of Green Belt sites to the urban area through the Local Plan. These reasons primarily focus on the lack of suitable, available and achievable sites in the existing urban area, the significant level of constraints to development which exist in the Borough, the significant housing needs faced by Runnymede over the Local Plan period and the conclusion from DtC discussions carried out with partners to date which demonstrate that any unmet housing need from Runnymede is unlikely to be met in neighbouring or nearby Local Authority areas, at least in the early years of the plan period.
- 5.11 In arriving at its spatial strategy, sustainability has remained at the heart of the process. The Strategy has therefore been developed through ongoing consultation and engagement and the preparation of evidence on a wide range of topics including housing, employment, retail, infrastructure, viability and numerous other technical studies including detailed site selection work.
- 5.12 Furthermore, as the Local Plan has evolved it has been subject to ongoing Sustainability Appraisal (SA) starting with a Sustainability Appraisal Scoping Report produced in 2014. The SA has informed the development of the Plan's policies and proposals at each stage of the process and the final SA Report will be available alongside this Local Plan when it is published.
- 5.13 The European Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) is transposed into UK law by the Conservation of Habitats and Species Regulations 2017. Regulation 105 requires plan-making authorities to assess the impact of land use plans (such as Local Plans) on internationally designated nature conservation sites. The impact of the plan has been assessed both alone and in

combination with other plans and projects. A Habitats Regulations Assessment of the Local Plan will be available alongside the Plan when it is published.

- 5.14 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:

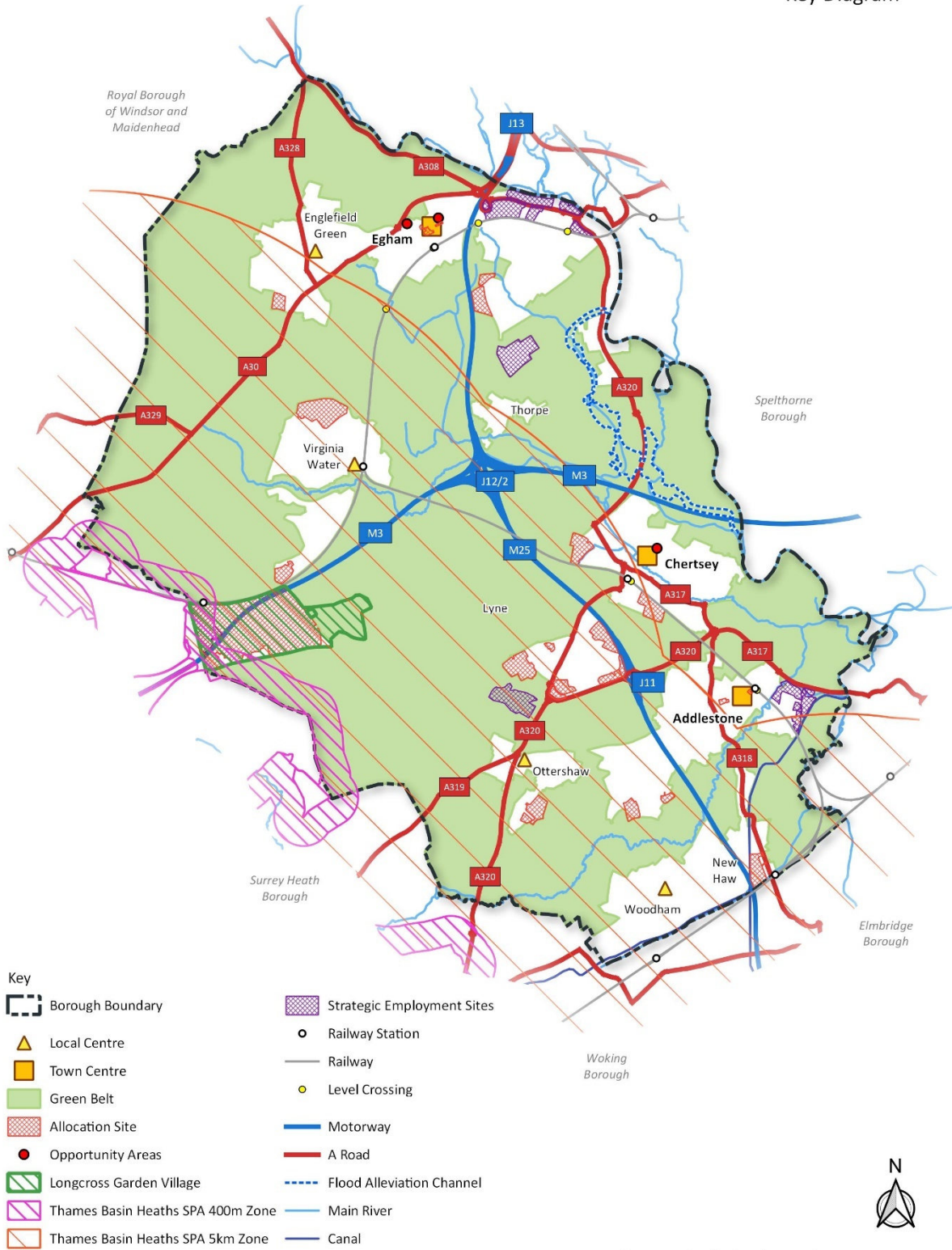
SL19, SL21, SL24, SL25, SL26, SL27, SL28, EE4, EE5, EE6, EE7, EE8, EE14, EE15, EE16, EE17, EE18, EE19, IE12 and IE13.

## **Spatial Development Strategy**

- 5.15 This spatial development strategy sets out the quantum and spatial distribution of objectively assessed development needs and requirements over the plan period for the borough as part of the Runnymede-Spelthorne Housing Market Area (HMA) and Functional Economic Area (FEA). This policy also sets out the preferred locations for growth in the Borough as required of Local Plans in the NPPF.
- 5.16 The Key Diagram shown at Figure 2 has been produced to indicate the broad extent of the key strategic, landscape and other designations relevant to the Local Plan. It does not provide the definitive identification of the boundaries of designations such as the Green Belt. However, a greater level of detail can be found on the Policies Map.
- 5.17 It should be noted that throughout the preparation of the Local Plan, the Council has worked with partners to ensure that planned growth in Runnymede is considered in the context of the wider growth that is anticipated to come forward in the surrounding area to ensure that cumulative impacts are understood. This has been particularly relevant in the preparation of the infrastructure and transport evidence which has underpinned the preparation of this Local Plan. The results of this work have informed the spatial strategy.
- 5.18 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 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:
- The Council could immediately start to deliver a significant boost to the supply of housing, economic floorspace and investment in infrastructure;
  - 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;
  - Reflect the government's emergent policy of requiring five yearly reviews of development plans;
  - Provide a framework for the preparation of neighbourhood plans; and
  - Allow the Council to respond to anticipated regional changes such as the expansion of Heathrow.
- 5.19 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 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).

Figure 1: Key diagram

Runnymede Borough  
Key Diagram



© Crown copyright and database rights 2020 Ordnance Survey 100006086

### Quantum of development

- 5.20 The NPPF outlines that Local Plans should meet the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period. This includes:
- Identifying a 5-year supply of deliverable sites (plus a buffer of 5 - 20% dependent on past delivery);
  - Identifying a supply of specific developable sites or broad locations for growth for years 6 -10 and, where possible, for years 11-15.
- 5.21 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 1628 completions. In addition, there is capacity for 6292 net additional dwellings (minimum) in the Borough over the plan period as evidenced by the Council's housing trajectory. This results in a total supply over the Plan period of 7920 (or an average delivery of 529 dpa). Meeting the objectively assessed housing needs of the Borough sustainably is particularly challenging in Runnymede for the following key reasons:
- Whilst seeking to meet its OAN, the Council also needs to protect other important existing land uses and designations such as open spaces and strategic employment land;
  - The Borough faces significant policy and environmental constraints which limit the supply of suitably located development land. This includes extensive areas of Green Belt, large areas of flood risk and much of the Borough's area being within 5km of the TBHSPA.
- 5.22 The Council has taken a proactive approach to the DtC during the preparation of the Runnymede Local Plan and has actively pursued discussions with other local authorities on issues associated with meeting Runnymede's unmet housing need, with the aim of achieving a positive resolution to the issues faced. To date however, no Local Authority partner has identified an ability or willingness to meet unmet needs from Runnymede. These discussions continue.
- 5.23 Runnymede Borough Council will seek to ensure delivery of the housing need that cannot be met within the Borough is met within the wider HMA in the first instance. As evidenced through the SHMA, Runnymede has the strongest functional links with Spelthorne Borough Council. However, Spelthorne BC is only at the early stages of the preparation of its Local Plan and is therefore not currently in a position to confirm what proportion of the HMA's objectively assessed housing needs it will be able to meet. A first review of the Local Plan will occur within 5 years of adoption in line with the recommended timescales for review in the PPG when there will be a greater certainty about what Spelthorne can deliver through its Local Plan and Runnymede will have had additional time to seek to resolve any issues associated with the redistribution of unmet development need outside the Borough in the longer term, if any such issues are found to exist.
- 5.24 In addition to delivering additional housing to meet identified need, a new 20,000sqm employment opportunity is to be allocated in New Haw to provide a release valve and to enable churn, intensification and upgrading of existing older industrial sites, as well

as to provide new space to satisfy market demand. An employment site with at least 79,000sqm of floor space is also to be provided at the Enterprise Zone at Longcross Park to meet identified need. Additional retail and leisure floorspace is to be allocated in the Borough's town centres over the period of the Local Plan to ensure their continued viability and vitality.

#### Spatial distribution

- 5.25 National policy on the location of development is driven by the principles of sustainable development. With this in mind, the Local Plan builds on the existing settlement pattern in the Borough, focusing the largest amounts of residential growth primarily in Addlestone, Chertsey, Egham and their suburbs. A number of urban extensions are also proposed in these areas to help meet identified development need. The town centres of Addlestone, Chertsey and Egham will be the focus for regeneration and retail development within the Borough, maximising their potential as transport hubs to accommodate further phases of the Addlestone Town Centre redevelopment along with the Egham Gateway schemes.
- 5.26 Lower levels of growth will be expected to be accommodated within the local centres of Virginia Water, Woodham/New Haw, Englefield Green and Ottershaw, respecting and maintaining their position in the centre hierarchy. Residential development in these areas will come forward through redevelopment within the urban area and on urban extensions, with limited scope for additional retail and employment development, beyond the allocation at the Byfleet Road site in New Haw.
- 5.27 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. 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 such, further non-strategic changes to the Green Belt boundaries in Thorpe may occur as a result of the Thorpe Neighbourhood Plan. Employment growth in Thorpe will be directed to the Strategic Employment Area at Thorpe Industrial Estate.
- 5.28 In addition, Longcross will become the focus for a major residential led development which will create a new sustainable mixed use settlement which will provide a range of housing types, local facilities and employment uses delivered to garden village principles and which can be made sustainable by delivering the services and facilities to meet day to day needs as well as active and sustainable travel choices for its residents. The new garden village will be the location for new employment opportunities at Longcross Park Enterprise Zone.
- 5.29 This approach is being followed on the basis that Addlestone, Chertsey, Egham and their suburbs benefit from the greatest concentrations of services and facilities with the highest levels of accessibility. The Council has identified that within its existing urban areas, it is these locations which present the most sustainable opportunities to absorb growth over the period of the Local Plan.
- 5.30 The Local Plan supports the principle of developing appropriately located brownfield sites and making the best use of regeneration opportunities and estates renewal in the

urban area. The Council is seeking to lead by example in this regard, positively working with private sector partners to bring forward regeneration schemes in the Borough's town centres and through the exploration of development opportunities on its own landholdings elsewhere in the Borough. This approach has helped the Council minimise the amount of Green Belt which is to be released through the Local Plan to meet identified need.

5.31 In line with the Government's emphasis on delivery of brownfield sites, the Council also recognises the contribution that appropriately located previously developed sites in the Green Belt can make to meeting housing need, subject to the criteria set out in national planning policy in regard to the redevelopment of such sites. The Council remains committed to resisting proposals for inappropriate development in the Green Belt.

5.32 Table 1 below shows the housing trajectory expected over the plan period as of 1<sup>st</sup> April 2019 whilst Table 2 below shows the expected affordable housing trajectory as of 1<sup>st</sup> April 2019.

**Table 1: Housing Trajectory at 1<sup>st</sup> April 2019 (2015-2030)<sup>3</sup>**

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

**Table 2: Affordable Housing Trajectory at 1<sup>st</sup> April 2019 (2015-2030)**

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

<sup>3</sup> 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).

### Policy SD1: Spatial Development Strategy

The Local Plan will make provision for a minimum of 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 and a 79,025sqm (7,350sqm net) office/business park at the Longcross Enterprise Zone are also allocated through this Local Plan. Through existing permissions and Local Plan allocations, over the period of the Local Plan a minimum of 7,540sqm net retail floorspace will also be delivered in the Borough's town centres and a minimum of 60,260 sqm net employment floorspace delivered in the Borough's remaining Strategic Employment Areas.

As set out in the table below, growth aspirations will largely be directed towards the most sustainable, larger settlements in Runnymede and towards the garden village at Longcross. These are considered to be the best locations for delivering supporting infrastructure as well as active and sustainable travel choices.

**Table 3: Spatial distribution of growth over the period of the Local Plan (2015-2030)**

Settlement	Expected Minimum Growth Delivery
Addlestone including Rowtown	1,265 net additional dwellings (including 693 completions and - 7 dwellings deriving from the provision of C2 older people's accommodation)  2 traveller pitches  4,400sqm of net additional A class floorspace in Addlestone town centre  11,700sqm of net additional employment at the Weybridge and Bourne Strategic Employment Area
Chertsey including Chertsey South	2,212 net additional dwellings (including 364 completions and - 7 dwellings deriving from the provision of C2 older people's accommodation)  24 traveller pitches  910sqm of net additional A class floorspace in Chertsey town centre
Egham including the area of Staines upon Thames which is located in the Borough	951 net additional dwellings (including 158 completions and 67 dwellings deriving from the provision of C2 people's older accommodation and surplus student accommodation)  198 student bedspaces  5 traveller pitches  39,600sqm of net additional employment at the Causeway and Pinetrees Strategic Employment Area  1,980 sqm of net additional employment floorspace at the Thorpe Industrial Estate Strategic Employment Area  630sqm of net additional A class floorspace in Egham Town Centre



Longcross	<p>1,779 net additional dwellings (includes 97 completions and 33 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>10 Showpeople's plots</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>
Virginia Water	<p>424 net additional dwellings (including 68 completions)</p> <p>2 traveller pitches</p>
Woodham and New Haw	<p>123 net additional dwellings (including 39 completions)</p> <p>In the region of 20,000 sqm net B1c/B8 floorspace</p>
Englefield Green	<p>611 net additional dwellings (including 192 completions and 198 dwellings deriving from the provision of C2 older people's accommodation and surplus student accommodation)</p> <p>3315 student bedspaces</p>
Ottershaw	<p>298 net additional dwellings (including 15 completions and 6 dwellings deriving from the provision of C2 older people's accommodation)</p> <p>2 traveller pitches</p>
Thorpe	<p>89 net additional dwellings (including 11 completions and 28 dwellings deriving from the provision of C2 older people's accommodation)</p>
Estates renewal (Council owned land)	<p>145 net additional dwellings</p>
Other (area beyond identified settlements included in this table, primarily the area to the west of the borough, south of M3)	<p>23 net additional dwellings (includes 1 completion)</p> <p>48 traveller pitches from existing sites</p>
Total	<p>7,920 residential dwellings (including 1628 completions (including from older people's accommodation)</p> <p>3,513 student bedspaces</p> <p>93 Traveller pitches/Showpeople's plots</p> <p>5,940sqm of net additional A class floorspace</p> <p>80,630sqm of net additional employment floorspace</p>

In addition to the employment floorspace referenced in Table 1, it should be noted that some additional employment provision is also expected to be delivered outside Strategic Employment Areas over the period of the Local Plan.

The expected growth deliveries for each settlement area as set out in the table within this Policy are minimum requirements. Further development within the Borough's settlement areas will not be refused if, over the plan period, growth expectations have been exceeded for any settlement and provided development proposals are in accordance with other policies in this Plan.

#### **Justification for inclusion of policy**

- 5.33 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 SL18, IE1 and IE7 to IE11. It will continue to be used to help shape development ambitions and proposals to be set out in future DPDs.
- 5.34 The spatial development strategy will help deliver all Local Plan objectives.

## **Delivery of Development**

- 5.35 The spatial strategy makes provision for 7507 net additional dwellings over the plan period in the borough.
- 5.36 In the period 1<sup>st</sup> April 2015 to 31<sup>st</sup> March 2019, 1628 net additional dwellings were completed in Runnymede, a shortfall of 364 units required to deliver the OAN in full over this four year period. A further 3517 net additional dwellings are also expected to come forward as part of the rolling five year housing land supply (2019 to 2024) which also includes the first phases of LGV, resulting in a net delivery of 703 dpa during this period. This annual supply over the next 5 years will ensure that the shortfall in housing provision during the first 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 latter phases of LGV and development of the remaining identified opportunity areas.
- 5.37 Table 4 sets out the estimate of housing delivery over the Plan period and how it will be derived. Policy SD2 sets out the sites allocated in this plan along with their estimated capacity and phasing.
- 5.38 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 timing information provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the 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.
- 5.39 This Plan contains further Policies and site proformas for each allocated site which provide a greater level of detail about the sites and development requirements which will be expected to be complied with, including for open space and infrastructure, to facilitate their sustainable development.

**Table 4: Expected Housing Delivery 2015 to 2030**

Component	Dwellings	Notes
<b>A) Housing required 2015 - 2030 to meet objectively assessed needs</b>	7507	
<b>B) Homes completed 2015/16 to 2018/19</b>	1541	Includes some completions at Longcross GV  Includes loss of 4 for C2-C3 conversion in 2016/17
<b>C) C2 completions 2015/16 to 2018/19 and surplus student accommodation completions (<math>\div 1.8</math>)</b>	87	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
<b>D) Estimated supply from existing planning permissions (5 net and above)</b>	362	
<b>E) Windfall estimate for sites of 1 – 4 dwellings*</b>	245	Assume supply will reduce by 15% from year 9 onward
<b>F) Prior approvals</b>	192	Assume supply will reduce by 15% from year 9 onward
<b>G) Contribution from C2 older people's accommodation (<math>\div 3</math> until 18/19 thereafter <math>\div 1.8</math>) (including 15% discount as appropriate) and surplus student accommodation (<math>\div 1.8</math>)</b>	295	15% discount applied to those with no permission or not started  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
<b>H) New settlement at Longcross GV</b>	1649	Excluding completions and C2 contribution
<b>I) Other strategic allocations and opportunity areas</b>	3229	
<b>J) Housing from suitable SLAA sites including estate regeneration</b>	455	See appendix B
<b>K) Underdelivery of 15% for sites non allocations not started (C3 only)</b>	-134.85	
<b>L) Total B-K</b>	7920	
<b>Total shortfall/excess (against OAN over the period of the Local Plan)</b>	+413	

\*no permissions included

## Policy SD2: Site Allocations

The sites listed within this Policy are allocated for development and are expected to deliver the level of development as set out in the table below. Further information on the requirements for each site are set out within other policies in this Plan. Unless otherwise stated in the individual site allocation policies, sites will be expected to be delivered in compliance with the policies of this Plan when read as a whole.

SLAA site reference	Site	Type of scheme proposed	Timing
14	Brox Road Nursery, Ottershaw	Residential development incorporating a minimum of 40 units	2019-2021
17	Coombelands Lane, Rowtown	Residential development incorporating a minimum of 40 units	2018-2021
48	Hanworth Lane, Chertsey	Residential development incorporating a minimum of 340 units which includes 130 units already permitted	2017- 2025 subject to delivery of necessary mitigation on the A320
51	Byfleet Road, New Haw	Employment development incorporating a minimum of 20,000sqm of net additional B1c/B8 floorspace.	2019-2023
60	Pycroft Road, Chertsey	Residential development incorporating a minimum of 275 units and 5 traveller pitches	2023-2028 subject to delivery of necessary mitigation on the A320
99	Longcross Garden Village	New sustainable settlement incorporating a minimum of 1700 residential units and a range of supporting services and facilities	2017-2030 subject to delivery of necessary mitigation on the A320
156	Blay's House, Blays Lane, Englefield Green	Residential development incorporating a minimum of 100 units	2019-2027
157	Egham Gateway West, Station Road North, Egham	Mixed use scheme incorporating a minimum of 60 residential units, 77 student bedspaces and a mix of A and D class floorspace	2020-2022
190	Strodes College Lane	Student accommodation or flatted scheme	2021-2023
231	St Peter's Hospital, Chertsey	Residential led development incorporating a minimum of 400 net additional units.	2020-2025 subject to delivery of necessary mitigation on the A320
253	Egham Gateway East, The Precinct, Egham	Mixed use scheme incorporating a minimum of 45 net additional residential units	2022-2024

<b>254</b>	Parcel B, Veterinary Laboratory site, Rowtown	Residential development incorporating a minimum of 150 net units and 2 traveller pitches	2023-2026 subject to delivery of necessary mitigation on the A320
<b>255</b>	Chertsey Bittams. Parcel A. Green Lane	Residential development incorporating a minimum of 175 net units and 5 traveller pitches	2023-2026 subject to delivery of necessary mitigation on the A320
<b>255</b>	Chertsey Bittams. Parcel B. Woodside Farm	Residential development incorporating a minimum of 120 net units and 2 traveller pitches	2023-2026 subject to delivery of necessary mitigation on the A320
<b>255</b>	Chertsey Bittams. Parcel C. Land east of Woodside Farm	Residential development incorporating a minimum of 9 net units and 11 traveller pitches	Post 2027 subject to delivery of necessary mitigation on the A320
<b>255</b>	Chertsey Bittams. Parcel D. Oracle Park	Residential development incorporating between 125-200 net units and a 93 bedroom care home	2021-2025 subject to delivery of necessary mitigation on the A320
<b>255</b>	Chertsey Bittams. Parcel E. Land east of Wheelers Green	Residential development incorporating between 75-105 net units	2023-2026 subject to delivery of necessary mitigation on the A320
<b>256</b>	Thorpe Lea Road North, Egham	Residential development incorporating a minimum of 90 net units and 2 traveller pitches	2021-2030
<b>257</b>	Thorpe Lea Road West, Egham	Residential development incorporating a minimum of 250 residential units and 3 traveller pitches	2019- 2024
<b>258</b>	Virginia Water North	Residential development incorporating a minimum of 120 net units	2020-2025
<b>261</b>	Virginia Water South	Residential development incorporating a minimum of 140 net units and 2 traveller pitches	2020-2023
<b>263</b>	Ottershaw East, Brox Road, Ottershaw	Residential development incorporating a minimum of 200 net units and 2 traveller pitches	2023-2027 subject to delivery of necessary mitigation on the A320
<b>264</b>	Addlestone West, Station Road, Addlestone	Mixed use scheme incorporating a minimum of 70 net additional residential units	2022-2024
<b>318</b>	Addlestone East, Station Road, Addlestone	Mixed use scheme incorporating a minimum of 70 net additional residential units	2020-2023

### **Justification for inclusion of this policy**

- 5.40 The Council considers that the sites allocated for development in Policy SD2 are the most suitable when considered against the alternatives appraised through a robust site selection process and Sustainability Appraisal. They are considered to offer the best opportunity to achieve sustainable development and the delivery of the spatial development strategy.
- 5.41 The allocation of development sites helps deliver all Local Plan objectives.

## Transport and Infrastructure

5.42 The Council recognises that the growth aspirations of this Local Plan represent a step change from past delivery rates and cannot be implemented without the delivery of supporting transport and other infrastructure. The Council also recognises that there are a number of existing transport and infrastructure issues within the Borough and beyond including:

- Congestion on a key transport route through the Borough, the A320, and a number of other 'congestion hotspots' including the M25 and A317;
- Infrequent and limited bus services during peak hours and limited connectivity by walking/cycling routes in some areas;
- Level crossing barrier down times in the Addlestone and Egham areas in particular causing significant delays and queueing on the surrounding highway network;
- Local GP services exceeding recommended patient list sizes in several locations.

5.43 Whilst delivery of the spatial strategy will be challenging given the existing picture of transport and infrastructure capacity, growth can bring with it opportunities to address existing problems and enhance existing facilities and assets. A number of proposed and potential strategic transport and infrastructure projects are identified within Runnymede and the wider area which, if delivered, will help to achieve improvements to the transport network and infrastructure capacity. These include:

- Four-lane through-running on the M25 between junctions 10 and 12 as identified through the Government's first Road Investment Strategy (RIS) with commencement by 2020;
- Potential Southern Rail Access to Heathrow (irrespective of airport expansion);
- Potential for Cross Rail 2 to connect Surrey to central London and beyond to Hertfordshire;
- Wessex Improvement Programme comprising rail station platform lengthening;
- Lower Thames Scheme to provide flood alleviation between Windsor and Teddington Lock with Flood Diversion Channel Two located in Runnymede from Thorpe to Chertsey;
- The M25 South West Quadrant Study which has explored how congestion and capacity issues on the M25 from junctions 10 to 16 could be alleviated. The study recommends pursuing alternatives to travel, sustainable modes of travel and improvements to local routes as alternatives to the M25, but discounts further widening, sections of elevated motorway or parallel tunnels;
- Improvements to the Runnymede Roundabout and Egham Sustainable Transport package.



- 5.44 Working with partners and stakeholders including SCC, Highways England, Network Rail, Clinical Commissioning Groups (CCGs) and other health providers, Surrey Nature Partnership and neighbouring authorities, Local Enterprise Partnerships (LEPs), and other transport bodies such as TfSE, the Council will continue to seek opportunities to deliver strategic and local schemes which improve and enhance the quality and capacity of transport and other infrastructure within Runnymede and the wider area.

### **Active & Sustainable Travel**

- 5.45 Maintaining and improving the accessibility of local and strategic transport networks and promoting active forms of travel is vital in supporting the economic prosperity of the Borough, ensuring that it remains a well-connected and attractive place to live, work and do business.
- 5.46 Whilst served by six rail stations with connections to London and the wider South East, Runnymede is, to some degree, a victim of its own success with high levels of car ownership and the majority of journeys to work made by private car/van as opposed to 11% by public transport and 14% by walking/cycling. Almost half of all car/van trips in Runnymede are short journeys under 10km and nearly three quarters of the Runnymede workforce commute in from outside the Borough with two thirds of working residents commuting out<sup>4</sup>. The high level of dependency on private vehicles for undertaking journeys, especially short journeys, and high levels of in/out commuting has led to unsustainable patterns of travel in the Borough with congestion on key highways at peak times.
- 5.47 Surrey County Council is the Highway Authority for Runnymede with the third Surrey Local Transport Plan (LTP3) updated by the County Council in 2016. LTP3 seeks to help people meet their transport and travel needs effectively, reliably, safely and sustainably. The Spatial Development Strategy for this Local Plan seeks to direct development to the urban areas of the Borough and allocate sites in areas which perform well in terms of accessibility to public transport and active travel connections and to local services. In this respect, the Spatial Development Strategy provides an opportunity to help achieve modal shift, especially given that a number of short journeys made by car could be replaced by more active and sustainable forms of travel.
- 5.48 In order to achieve this, the Council will work in partnership with SCC and other stakeholders to help deliver the vision and aims of LTP3 or its successor, and seek opportunities which support and enhance the connectivity, accessibility and attractiveness of active and sustainable travel routes, especially to and from the sites allocated in this Plan.
- 5.49 Nevertheless, the Council recognises that growth will lead to impacts on the road network. The Runnymede Strategic Highway Assessment Report<sup>5</sup> (SHAR) identifies a number of locations on the Local Road Network, in particular the A320 corridor, which will need some form of intervention to ensure that congestion can be managed and that sites allocated in this plan can be delivered sustainably. Where congestion hotspots have been identified, either arising from or made worse as a result of proposed development, mitigation measures will either be provided in their entirety by developers or funded by developer contributions and grant funding, and development phased to

---

<sup>4</sup> Census 2011

<sup>5</sup> Runnymede Strategic Highway Assessment Report (2017) Minnerva

ensure mitigation occurs prior to or alongside development proposals. The Council will pursue all necessary and available funding mechanisms to ensure improvements are delivered including through the use of developer contributions and/or a CIL (or its successor).

- 5.50 The Statement of Common Ground (SoCG) with Surrey County Council sets out a commitment that the two Council's will work together in partnership with the aim of ensuring the necessary highway improvements to support sustainable growth are delivered in a timely manner over the period of the Local Plan, particularly the first phase of highway improvement works required, including along the A320 corridor in the vicinity of St Peter's Hospital. Surrey County Council have committed to working with Runnymede Borough Council to produce a Local Transport Strategy and Forward Programme of transport infrastructure that, subject to funding, will support growth set out in the Local Plan.
- 5.51 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.
- 5.52 The Government has announced that airport expansion in the South East of England will be delivered at some point in the future, possibly over the lifetime of this Plan and has chosen Heathrow as the preferred location. The potential for expansion at Heathrow will have indirect effects on the wider area and has led to the formation of the Heathrow Strategic Planning Group (HSPG) which is made up of a number of authorities, including Runnymede and other bodies, to consider the impacts of potential expansion.
- 5.53 The position of the Council is that it remains opposed to airport expansion at Heathrow, however, the Council recognises that if airport growth is to come forward, a collaborative approach will be required to tackle the implications of expansion. The Council will continue to be a part of, and work with the HSPG.
- 5.54 Irrespective of whether a third runway at Heathrow is delivered Southern Rail Access (SRA) into the airport could become a reality. Whilst a number of feasibility studies have been carried out, some of which indicate a route through Runnymede, none have been shortlisted or finalised at the time of preparing this Local Plan. As such, whilst the Council is generally supportive of SRA in principle, much depends on the location of the final route, impacts and disruption on the rail and highway network within the Borough and beyond (with particular concerns for level crossing downtime) as well as the ability of the Council to implement this Local Plan.
- 5.55 Whilst Cross Rail 2 will not extend as far as Runnymede, the Council is supportive of this project and Network Rail's Wessex Capacity Improvement Programme where this would release additional capacity on the existing rail network serving the Borough and support the delivery of growth.

### **Policy SD3: Active & Sustainable Travel**

Working with stakeholders, the Council will support schemes and development proposals which enhance the accessibility and connectivity between people and places by active and sustainable forms of travel. This will be achieved by:

- Supporting and implementing the objectives and strategies of the Surrey Local Transport Plan, strategies and projects prepared by Transport for the South East or agreed under the Duty to Cooperate, and schemes which help to alleviate existing transport and highway problems in Runnymede or the wider area as identified through further partnership working;
- Supporting developments, including sites allocated in this Plan, which integrate with or provide new accessible, safe and attractive active and sustainable travel networks and routes to service and employment centres and rail interchanges;
- Requiring development proposals, including sites allocated in this Plan, which generate significant traffic movements to submit and implement Travel Plans demonstrating how active and sustainable travel options have been considered and how they will be delivered as well as the remedial actions to be taken should monitoring reveal that Travel Plan targets have been missed;
- Securing improvements to or contributions towards improving the capacity of cycle parking at the Borough's rail stations;
- Refusing planning permission for any development which would compromise the delivery of the mitigation works required to the A320 and/or M25 Junction 11.
- Securing funding from a range of sources including developer contributions to deliver projects set out within the Runnymede Infrastructure Delivery Plan for transport schemes and highway improvements.

### **Justification for inclusion of policy**

- 5.56 The NPPF seeks, amongst other things, to support patterns of development and balance the transport system in favour of sustainable modes of transport as well as encourage solutions which support reductions in greenhouse gas emissions and reduce congestion.
- 5.57 Evidence in the Council's SHAR identifies a number of congestion 'hot spots' and highway issues within Runnymede, in particular the A320. It is therefore considered necessary to include a policy which reiterates the Council's intention to continue to work with its partners to achieve modal shift and to set out measures which support and achieve active and sustainable travel choices and require developers to explore these opportunities through Travel Plans.
- 5.58 Not all transport or highways projects will be fully funded at the time of adoption of this Local Plan and as such funding from developer contributions is justified. Some development proposals will also require the implementation of transport or highway improvements before they can be accommodated in the network and this is reflected in the phasing of sites in Policy SD2.

5.59 Policy SD3 will deliver Local Plan objectives 4, 5 and 13.

**Policy SD4: Highway Design Considerations**

The Council will support development proposals which maintain or enhance the efficient and safe operation of the highway network and which take account of the needs of all highway users for safe access, egress and servicing arrangements.

Development proposals which generate significant traffic movements must be accompanied by a Transport Assessment or Transport Statement which considers the impact of the proposal on the highway network and identifies the measures to mitigate impacts to acceptable levels. Development proposals will be supported where suitable mitigation measures identified in Transport Assessments and Transport Statements can be secured and implemented.

Relevant design and parking standards for vehicle and cycle parking within development proposals will be assessed against the Council's current adopted guidance.

**Justification for inclusion of policy**

5.60 The NPPF sets out that development which generates significant amounts of movement should be supported by a Transport Assessment or Transport Statement. Evidence in the Council's SHAR identifies a number of congestion 'hot spots' and highway issues within Runnymede and as such it is considered necessary that development proposals fully explore the impact they may have on the highway network, including highway safety & site access, and identify measures which can be secured to mitigate their impact for all users including pedestrians and cyclists. A number of areas within Runnymede experience parking issues and as such further guidance on parking standards through a Supplementary Planning Document are justified.

5.61 Policy SD4 will deliver Local Plan objectives 4 and 13.

## Infrastructure Delivery

- 5.62 It is important that infrastructure is delivered in a timely manner to ensure that the needs of the occupiers of new development can be met without placing undue burdens on existing infrastructure facilities and services. The levels of growth set out in this plan also mean that existing infrastructure facilities and services will play an important role in helping to meet demand where spare capacity has been identified or where co-location of facilities can be achieved for multiple uses. As such, the Council will be seeking to protect and make best use of its existing infrastructure assets.
- 5.63 The Council will work with infrastructure partners and developers to ensure that infrastructure projects required to deliver the growth aspirations of this Plan are delivered in a timely fashion. Where site allocations are contingent on delivery of infrastructure schemes to mitigate the cumulative impacts of development, this has been reflected in their phasing. Should infrastructure schemes to mitigate the cumulative impact of development come forward earlier than expected or do not come forward as planned, the Council will consider releasing sites earlier or later in the plan period as necessary.
- 5.64 Based on evidence set out within the Runnymede Infrastructure Needs Assessment (INA)<sup>6</sup> and working with its partners and stakeholders, the Council has prepared an IDP<sup>7</sup> to support the level of growth set out in this Plan. The IDP enables the growth aspirations of the Plan to come forward by indicating when supporting infrastructure projects will come forward and whether this is to enable borough wide or site-specific growth.
- 5.65 The IDP sets out a range of infrastructure projects to be delivered over the lifetime of the Plan and includes details of the timing and type of infrastructure, costs associated with delivery and funding arrangements or gaps and who will lead on delivery. Projects within the first 5 years of the Plan will have greater certainty of being delivered and although longer term projects may be more fluid at this stage, the IDP is a living document which will be updated on a regular basis to ensure it remains up to date with the timing of projects and their costs and funding.
- 5.66 The Council will continue to seek funding for all infrastructure projects through a range of sources including from central government, LEP, TfSE and developer contributions. The Council will secure developer contributions through the use of S106 agreements, licensing agreements and through the implementation of a CIL Charging Schedule or its successor.
- 5.67 The definition of infrastructure includes but is not limited to:

**Transport & Physical Infrastructure** - Local & Strategic road network, cycling and pedestrian infrastructure, rail network and stations, bus services, airports and parking, gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure, Sustainable Drainage Systems (SuDS), flood alleviation measures, waste management.

**Social & Community Infrastructure** - Supported accommodation, social & community facilities including assets of community value, indoor sports facilities,

<sup>6</sup> Runnymede Infrastructure Needs Assessment (2017) Aecom. Available at: <https://www.runnymede.gov.uk/article/11758/Infrastructure>

<sup>7</sup> Runnymede Infrastructure Delivery Plan (2017) Aecom. Available at: <https://www.runnymede.gov.uk/article/11758/Infrastructure>

affordable housing, nursery and early years, primary education, secondary education, further and higher education, acute care and general hospitals, mental health hospitals, GP surgeries and health centres, libraries, emergency services (police, fire, ambulance), places of worship, prisons.

**Green & Blue Infrastructure** - Parks & Gardens, natural and semi-natural greenspace, green corridors, outdoor sports facilities, amenity green space, open spaces, parks and equipped playing space, allotments, cemeteries and church yards, accessible countryside in urban areas, river and canal corridors, green roofs and walls, watercourses, pools, ponds and reservoirs.

### **Policy SD5: Infrastructure Provision & Timing**

Working with infrastructure providers, developers and other key stakeholders, the Council will support infrastructure projects which deliver the Spatial Development Strategy and allocated development sites as identified within this Plan. The projects required to support the Spatial Development Strategy are identified within an Infrastructure Delivery Plan. The Infrastructure Delivery Plan will be updated over the Plan period to ensure project information remains up to date and is monitored effectively.

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, whilst also taking account of committed development outside Runnymede which has a material impact on the infrastructure improvement required. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.

Infrastructure identified within the Infrastructure Delivery Plan or through negotiations on individual planning applications will continue to be delivered either through on-site provision or financial contributions and secured through s106, s278 or licensing agreements and through a Community Infrastructure Levy or its successor as well as other identified sources of funding as set out in the Infrastructure Delivery Plan.

Development proposals which rely on the delivery of critical infrastructure projects will only be permitted prior to completion of that project or where appropriate, a phase of that project which has been identified as necessary, 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. Dependent on the timing of critical infrastructure projects the Council may instead grant permission with conditions or planning obligations restricting full or partial occupation until completion of critical infrastructure projects or phases of projects.

### **Justification for inclusion of policy**

- 5.68 The NPPF states that Local Plans should include strategic policies to deliver, amongst other things, the provision of infrastructure and should plan positively for the development and infrastructure required to meet the objectives, principles and policies

of the NPPF. The NPPF also sets out that it is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.

- 5.69 Evidence in the Council's INA identifies a need for a variety of additional infrastructure development over the plan period to support the growth identified in this Local Plan. The findings of the INA have resulted in the preparation of the IDP which sets out the infrastructure projects necessary to ensure that this Local Plan can be delivered sustainably.
- 5.70 As such, given the need for additional infrastructure over the plan period, a policy which seeks to deliver the projects identified in the IDP as well as the need for site specific infrastructure improvements is justified to ensure that impacts from new development are mitigated as fully as possible. There will also be occasions where infrastructure projects set out in the IDP will not be fully funded or where bespoke infrastructure works are required to enable a development to proceed. As such, the continued use of developer contributions, in whichever form they may take in the future, to deliver infrastructure improvements is justified.
- 5.71 There may also be occasions where development proposals will require infrastructure capacity improvements before they can come forward or are reliant on critical infrastructure projects for delivery.
- 5.72 Policy SD5 will deliver Local Plan objectives 4, 5 and 13.

#### **Policy SD6: Retention of Social & Community Infrastructure**

The loss or change of use of existing social and community infrastructure facilities or sites will be resisted unless it can be demonstrated that demand can be met from alternative provision which has the capacity to provide facilities through co-location or provision of new facilities.

Any co-located or new facilities should be of an equivalent or better quality than the facilities replaced, designed flexibly to allow for multiple activities and be as or more accessible by active and sustainable modes of travel to the community it serves as the existing facility or site which will be lost.

Loss or change of use may also be permitted without the re-provision of facilities where it can be demonstrated that:

- a) There is no longer an identified demand for the facility or site; it is not viable or feasible for any other social or community use and no other provider of social or community services can make use of the site or facility. Evidence of the exercise applicants have gone through to consult with a range of social and community service providers, and to market the facility over a period of 6 months to demonstrate no interest will need to be provided; or
- b) The disposal of a social or community use or asset will help to deliver or enable wider social and community benefits; or
- c) In the case of indoor sports facilities, it can be clearly demonstrated that the building or land is surplus to requirements or is developed for alternative sports and recreation provision the benefits of which clearly outweigh the loss.

### **Justification for inclusion of policy**

- 5.73 The NPPF sets out that to deliver the social, recreational and cultural facilities and services the community needs, planning policies should plan positively for the provision and use of shared space, community facilities and local services to enhance sustainability and guard against the unnecessary loss of valued facilities.
- 5.74 Whilst evidence in the Council's INA does not identify a current capacity issue with social or community infrastructure facilities it does recognise that additional space may be required in the future to accommodate population growth. As such, if existing facilities are to absorb the growth in population it is vital to retain and make the best use of such facilities and a policy guarding against their loss is justified.
- 5.75 Policy SD6 will deliver Local Plan objective 4.



## **Sustainable Design**

- 5.76 Runnymede considers sustainable design to be indivisible from good planning and will require developments to demonstrate and implement sustainable design measures which should be considered at the outset of scheme development. This includes the orientation of development to maximise solar gain or cooling, hard and soft landscaping proposals, water efficiency measures and inclusion of electric vehicle charging points in new development. Along with other policies in this plan, these sustainable design principles will ensure that development mitigates and adapts to climate change impacts.

### **Policy SD7: Sustainable Design**

Development proposals will be supported where they:

- a) Incorporate measures for the secure storage of cycles and storage of waste including recyclable waste;
- b) Protect existing biodiversity and include opportunities to achieve net gains in biodiversity as well as greening of the urban environment;
- c) Maximises opportunities for passive solar gain and passive cooling through the orientation and layout of development;
- d) Subject to feasibility, incorporate electrical vehicle charging points in accordance with guidance issued by Surrey County Council;
- e) In residential development, including replacements, conversions and subdivisions achieve water efficiency of 110 litres per person per day through compliance with the Building Regulations and where feasible provide rainwater harvesting techniques;
- f) Unless it can be demonstrated that it is unfeasible to do so, in major residential schemes, achieve compliance with Part M4(2) of the Building Regulations with 5% of dwellings achieving Part M4(3). The Council will negotiate the size, type and tenure of units to achieve compliance with Part M4(3) and the split between wheelchair adaptable and wheelchair accessible units based on evidence of need.
- g) Incorporate sustainable construction and demolition techniques that provide for the efficient use of minerals including a proportion of recycled or secondary aggregates and encourage the re-use of construction and demolition waste at source or its separation and collection for recycling.

### **Justification for inclusion of policy**

- 5.77 The NPPF sets out that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change. The NPPF also sets out that planning should provide net gains in biodiversity.
- 5.78 The PPG Note: Housing, Optional Technical Standards, sets out standards which can be adopted in Local Plan policies which go beyond the mandatory requirements of the Building Regulations for water efficiency and accessibility.

- 5.79 The Council considers that sustainable design is indivisible from good design and that requiring sustainable design features in development is justified. The future growth of electric vehicle technology will see a requirement for more households and businesses requiring vehicle charging infrastructure, and evidence of water supply in the south east region demonstrates that water supply is 'stressed' and water efficiency measures are required.
- 5.80 Evidence in the Council's SHMA demonstrates an ageing population with increasing mobility and accessibility needs and seeking higher standards of accessibility in new dwellings is considered to be justified.
- 5.81 The Council's evidence on Local Plan viability also demonstrates that the sustainable design features set out in Policy SD7 are viable taken as a whole with other policies in this plan and would not disproportionately add to development costs or threaten competitive returns.
- 5.82 Policy SD7 will deliver Local Plan objectives 1, 6, 7 and 9.

## Renewable/Low Carbon Energy

- 5.83 Runnymede has not prepared any evidence of whether there may be locations within the Borough which could support renewable or low carbon energy projects other than those coming forward through policy SD9. As such, the Local Plan does not identify any locations within the Borough which would be allocated or developed solely for renewable or low carbon energy projects. However, over the lifetime of the Plan, 'stand-alone' renewable or low carbon energy projects may come forward which would require a consideration of their overall design and impact on the local environment.
- 5.84 There may also be opportunities for development to incorporate renewable and/or low carbon technologies, to connect to existing renewable, low carbon or decentralised energy sources, for example existing district heating networks, or create opportunities to include new networks within their scheme or beyond.
- 5.85 The Addlestone One development in Addlestone town centre already includes the provision of district heating and this is also proposed in the redevelopment of Egham Leisure Centre. As such, it may be possible for future redevelopment proposals to connect to these or new networks. Other large-scale development proposals, especially mixed use schemes may also prove feasible for inclusion of renewable, low carbon or decentralised energy sources and this should be explored. Opportunities for community-led initiatives may also be feasible and subject to impact, could be supported by the local planning authority. The preparation of Neighbourhood Plans may also reveal further opportunities for community-led initiatives.

### **Policy SD8: Renewable & Low Carbon Energy**

The local planning authority will support proposals for stand-alone and community led renewable, low carbon and decentralised sources of energy, unless any adverse impacts to local amenity or to the built, natural and historic environments cannot be overcome. Major development proposals will be required to submit an energy statement demonstrating how the following energy hierarchy has been applied and how it will be implemented in the proposal:

- 1) Be lean; use less energy
- 2) Be clean; supply energy efficiently
- 3) Be green; use renewable energy

For step 3 in the hierarchy, development proposals of 1,000sqm or more of net additional floorspace will be expected to incorporate measures to supply a minimum of 10% of the development's energy needs from renewable and/or low carbon technologies unless it can be demonstrated with evidence that this is not feasible or viable. In addition:

- a) Development proposing 10,000sqm-50,000sqm of net additional floorspace should consider whether connection to existing renewable, low-carbon or decentralised energy networks is possible. Unless it can be demonstrated with evidence that connection to existing networks is not practical, feasible or viable, the development scheme will be expected to connect to existing renewable, low carbon or decentralised energy sources; or

- b) Applications for any development proposing more than 50,000sqm of net

additional floorspace will be expected to provide onsite, new decentralised networks of renewable or low carbon energy sources within the development proposal, to exceed the 10% requirement of their own needs, and allow future third party connection, unless it can be demonstrated with evidence that doing so is not practical, feasible or viable.

### **Justification for inclusion of policy**

- 5.86 The NPPF gives support to renewable and low carbon energy and sets out in paragraph 97 that to help increase the use and supply of renewable and low carbon energy, LPAs should have a positive strategy to promote energy from renewable and low carbon sources and design policies to maximise renewable and low carbon development whilst addressing their impacts. The NPPF is also clear that LPAs consider identifying suitable areas for renewable and low carbon sources, support community-led initiatives and identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy and for co-locating potential heat customers and suppliers.
- 5.87 Policy SD8 sets out a requirement for development proposals to explore opportunities to incorporate renewable, low carbon or decentralised forms of energy supply. The Council's evidence on Local Plan viability demonstrates that requiring 10% of a development's energy needs to come from renewable, low carbon or decentralised sources is viable and taken as a whole with other policies in this plan will not add disproportionately to development costs or threaten competitive returns. At larger scales of development, it is considered reasonable for development proposals to explore opportunities for connection to renewable, low carbon or decentralised networks. For the largest developments it is considered reasonable for development proposals to make provision for new, onsite renewable, low carbon or decentralised networks for third party connection at reasonable market rates.
- 5.88 Policy SD8 will help to deliver Local Plan objectives 6 and 7.

## Longcross Garden Village

5.89 An opportunity to create a new garden village has been identified at Longcross which will require the release of land from the Green Belt and its allocation to create a new sustainable community underpinned by garden village principles. In January 2017 the government announced Longcross in the first tranche of new 'locally led garden villages'. TCPA guidance sets out that in the design of locally led garden villages, development schemes should embed key garden city principles<sup>8</sup>. These principles are to be applied as appropriate at the local level to ensure the delivery of an attractive and well-designed village with local support. The TCPA principles include:

- Land value capture for the benefit of the community;
- Strong vision, leadership and community engagement;
- Community ownership of land and long-term stewardship of assets;
- Mixed-tenure homes and housing types that are genuinely affordable;
- A wide range of local jobs in the Garden Village within easy commuting distance of homes;
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience;
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

5.90 Situated in the west of the borough of Runnymede, the proposed garden village at Longcross will lie close to the settlement of Virginia Water, east of Sunningdale and to the north/northwest of the villages of Ottershaw and Chobham. A small area of the village extends into the administrative area of Surrey Heath and the site adjoins Chobham Common which forms part of the Thames Basin Heaths Special Protection Area (SPA) and Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC). Chobham Common is also a National Nature Reserve (NNR). The whole of the site is also identified as a Biodiversity Opportunity Area (BOA).

5.91 The area of garden village within Runnymede is identified on Figure 3 on page 53 of this Local Plan and the adopted Policies Map. This is the area released from the Green Belt to form the village settlement area within the Borough of Runnymede and extends to some 137 hectares (ha). The designation and use of 12ha of the village which lies within the Borough of Surrey Heath will be a matter for the Surrey Heath Local Plan and Runnymede Borough Council will continue to work with Surrey Heath Borough Council under the Duty to Cooperate to ensure that the proposed garden village is delivered as anticipated.

---

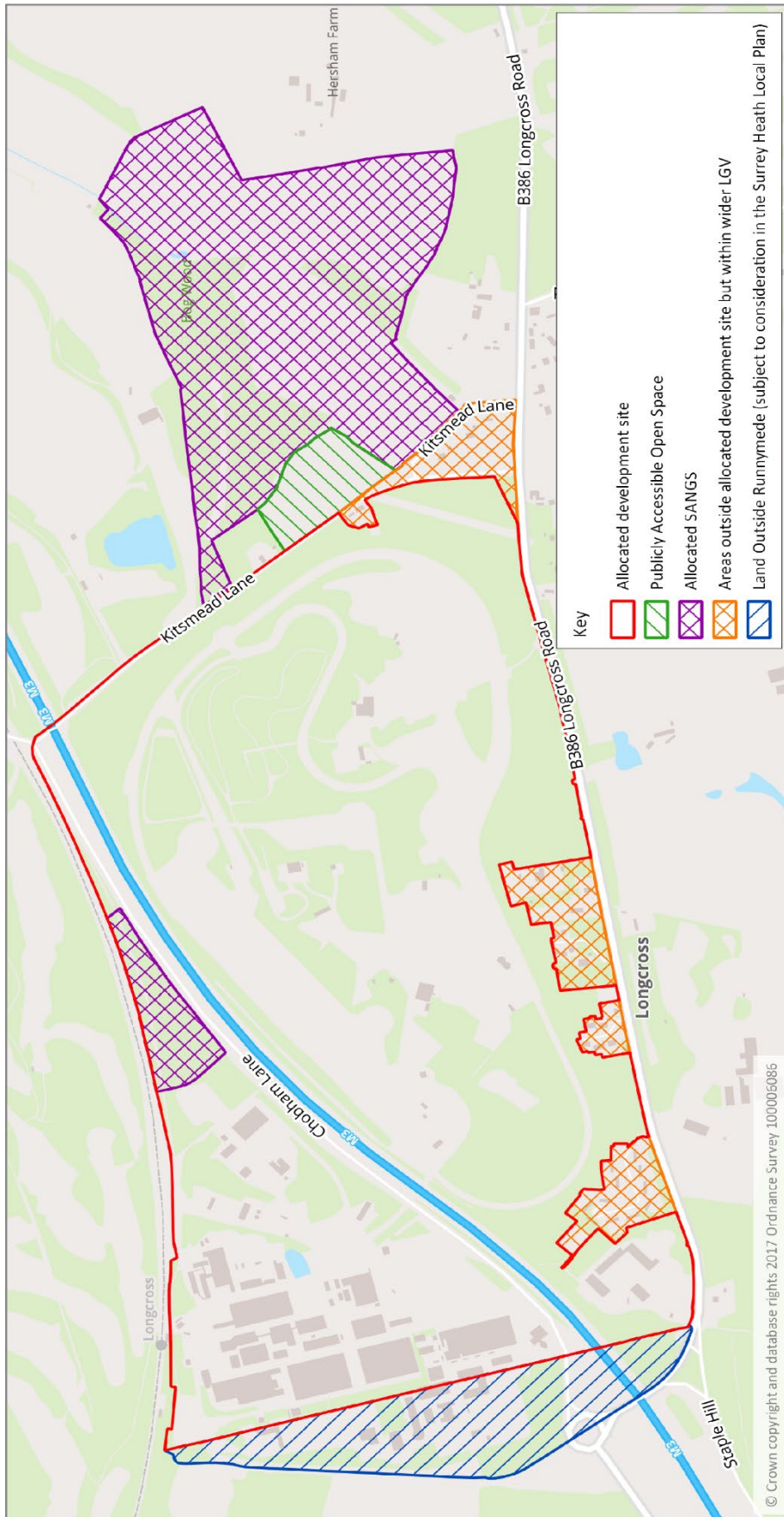
<sup>8</sup> TCPA, Garden City Principles and Garden City Standards for the 21<sup>st</sup> Century

- 5.92 The majority of the proposed garden village area comprises the former Defence Evaluation and Research Agency (DERA) site located on both sides of the M3 motorway, as well as the Longcross Barracks site. The areas cross hatched on Figure 3 whilst released from the Green Belt are not expected to come forward for redevelopment during the lifetime of this Plan. The extent of the offsite SANG is also shown on the Plan. The former DERA site also contains a Bowl Barrow Scheduled Ancient Monument and Barrow Hills House and Terrace, both of which are Grade II listed.
- 5.93 Development of Longcross Garden Village is already partially under construction on the area north of the M3 motorway (known as Upper Longcross) for 200 dwellings, including 37 affordable units. Part of the Upper Longcross area has also been designated an Enterprise Zone (Longcross Park) with permission for up to 79,025sqm of gross employment floorspace, 36,000sqm for a Data Centre and 6,300sqm of retail/community uses<sup>9</sup>. The permission granted for Upper Longcross has also secured a number of contributions towards improving local roads and public transport in the area including improvements to Longcross rail station. However, further improvements to public transport and the local road network will be necessary given the scale of the village as a whole and the impact of other major development on key road corridors.
- 5.94 A 31ha area of land to the east of the proposed village which comprises Chertsey Common, an area largely made up of open fields and woodland has also received planning permission for use as publically accessible open space in connection with the proposed garden village with the first phase of this completed for 5.1ha of Suitable Accessible Natural Greenspace (SANG) as mitigation for impacts to the Thames Basin Heaths Special Protection Area (SPA).
- 5.95 The Runnymede Corporate Business Plan identifies an opportunity to develop the Borough's business base through the Enterprise Zone at Longcross Park with the corporate theme 'Improving Our Economy' including the priority to support the development of the Longcross Park Enterprise Zone.

---

<sup>9</sup> RBC App. No. RU.13/0856 (amended by RU.16/0584), including land uses B1, sui generis Data Centre, A1-A5, C3 residential, D1 and D2.

**Figure 2: Map of the Longcross Garden Village**



## The Vision for Longcross Garden Village

5.96 The vision statement for the proposed Longcross Garden Village is:

*'To deliver a development of the highest quality which encompasses garden village principles within a characteristically wooded Surrey setting; a development that creates a highly sustainable mixed use community with a wide variety of housing types and where residents will be able to access on-site services and facilities to fulfil many of their daily needs. The village will provide unique local employment opportunities through the Longcross Park Enterprise Zone and other on-site retail, community and leisure facilities. Furthermore, the development will maximise opportunities to promote non-car modes of travel through enhancement of the Longcross station rail service, a new bus service, electric vehicle charging and new pedestrian and cycle infrastructure to ensure sustainable connectivity with existing towns and villages. In combination with other opportunities for the longer term community stewardship of assets, extensive areas of interconnected green infrastructure, food production, net gains in biodiversity, climate resilient design and sustainable energy measures, Longcross Garden Village will be a 21<sup>st</sup> Century village community that reflects the best that Surrey has to offer'.*

5.97 The Local Authority expects the new garden village at Longcross to come forward as an exemplar form of development, epitomising good practice in the delivery of sustainable new communities and their supporting infrastructure. In accordance with DCLG's prospectus for LLGVs, the development should be seen as an opportunity to create a well-designed, locally distinct place with its own character and identity based on garden village principles; and not just be an exercise in creating a 'housing estate in the countryside'.

5.98 In order to achieve this, the garden village must offer a wide range of housing types including a mix of sizes, tenures and accessibility for traditional housing, specialist housing for older people, serviced self/custom build plots, starter homes and Gypsy/Traveller pitches.

5.99 In order to avoid harm to the Thames Basin Heaths SPA and Thursley, Ash, Pirbright and Chobham SAC, the garden village will be expected to provide mitigation in the form of Suitable Accessible Natural Greenspace (SANG) and contributions towards Strategic Access Management & Monitoring (SAMM). Given the proximity of the new village to the SPA/SAC, higher standards of SANG than 8ha per 1,000 population as set out in Policy EE10 will be required to avoid significant effects, unless agreed otherwise with Natural England. The Longcross Barracks area of the village falls within 400m of the SPA/SAC where net additional dwellings will not be permitted. However, subject to agreement with Natural England, this area could be utilised for other forms of development which could include, for example, care/nursing accommodation for those with limited mobility, or other supporting uses.

5.100 Alongside the provision of SANG, the village will also deliver a range of other green infrastructure typologies. The provision of interconnected green infrastructure offers the opportunity to provide areas within the village for recreation, movement and food production as well as deliver net gains in biodiversity and improve landscape character. The village will be located within an identified Biodiversity Opportunity Area (BOA) and development will help achieve BOA objectives and targets, especially with respect to creating priority habitat and species recovery. The delivery of green infrastructure will provide opportunities to achieve the objectives of the Surrey Landscape Character Assessment.



- 5.101 The new village will provide community facilities and assets including a 2 Form of Entry (2FE) primary school with pre-school/early years settings and community space which is capable of fulfilling a number of roles and services. A range of local retail facilities as well as other uses which will add vibrancy and vitality to village life will also be provided including the possibility of hotel and conferencing facilities. The Local Authority will expect developers to provide for the transfer of community buildings and green infrastructure into community ownership to secure the long-term stewardship of these assets.
- 5.102 To be a truly sustainable new community, the village will need to be served by a range of sustainable and active travel choices both within the village and linking to other settlements in the area. The village already benefits from limited rail services on the London Waterloo-Reading rail line at Longcross Station with the permission granted at Upper Longcross securing funding necessary for Surrey County Council with the train operating company to facilitate improvements to rail services. Runnymede will work with developers, Surrey County Council and Network Rail to secure the most appropriate rail service to support the development.
- 5.103 The permission for Upper Longcross also secured contributions towards a demand responsive bus service for a period of 9 years to be procured by Surrey County Council. A bus service for the village which links to other settlements and main service centres will need to be made permanent. Surrey County Council will work with the developers and other relevant partners to achieve this, and contributions will need to be provided by the developer.
- 5.104 Every effort will be made to deliver the new garden village as sustainably as possible, having regard to the promotion of travel choices by rail, bus, cycling and walking over use of the private car. However, potential impacts to the surrounding highway network have been identified, notably in respect of the A320. Where impacts are significant, improvements and enhancements to the local road network would be required. A list of highway improvement schemes to help deliver the new village are set out within the Infrastructure Delivery Plan (IDP) which identifies the indicative timing, costs and funding arrangements for each scheme.
- 5.105 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.
- 5.106 To aid in the improvement of air quality and given likely advances in vehicle technology over the plan period and beyond, the Garden Village will be expected to incorporate facilities for the charging of electric vehicles.
- 5.107 The future development of the garden village will need to be set out within the context of a village wide masterplan and an agreed suite of supporting strategies and parameter plans, which the developer will be expected to submit with a site-wide outline or hybrid planning application. These will jointly form a framework for reserved

matters applications and the phased delivery of the village. Such strategies shall include a Community Participation Strategy setting out how the garden village will be genuinely locally-led from early scheme development to the longer term stewardship of village assets.

- 5.108 It should be noted that this policy for the Garden Village should be read alongside the other policies in this Local Plan which address other key matters that are not specifically referenced in policy SD9 but which will be relevant to any development scheme which comes forward at the site. For example, policy EE10 which is concerned with the impact of the development on the Thames Basin Heaths Special Protection Area is also relevant to the Longcross Garden Village although it was not considered necessary to repeat the pertinent points from policy EE10 in the policy below. Development proposals will be expected to satisfy the requirements of the policies unless delivery can be demonstrated by the applicant as being unviable and/or unfeasible. The notable exception is policy EE10 as there is a legal requirement to provide suitable mitigation for impacts of development on the Thames Basin Heaths SPA to ensure no adverse effect on its integrity.

#### **Policy SD9: Longcross Garden Village**

The land shown in figure 3 in this Local Plan and on the Policies Map is allocated for the purpose of delivering a new garden village at Longcross. The areas in figure 3 shown cross-hatched in orange are not allocated for development. Consent for a site wide village masterplan will be permitted if it can demonstrate delivery of:

- a) High-quality inclusive design, creating a distinct new Surrey garden village settlement with its own identity and character, which protects and enhances existing heritage assets and recognises and reflects its place within the Surrey vernacular. This will be achieved through:
  - Creating buildings, layouts and spaces of the highest quality which promote a sense of place, interact with one another, achieve inclusive and accessible design, are resilient and which weave green infrastructure into the fabric of the built environment. A masterplan will be expected to demonstrate how this will be achieved for each phase or character area of the village including custom/self-build plots, through design codes for layouts, streets and buildings including building heights and materials;
  - Creating routes throughout the village which are well connected to one another forming a network of attractive, accessible, legible and safe routes for all users and which maximise opportunities for natural surveillance and connections with green infrastructure;
  - Outlining and implementing a strategy for integrating public art into the village;
  - Maximise opportunities to reduce the use of natural resources through a fabric-first approach, potentially including passive solar design, passive cooling and implementing water efficiency measures in accordance with policies SD7 and SD8;

- Delivering accessible and adaptable non-specialist housing in compliance with Policy SD7;
- Protection and enhancement of heritage assets and their setting including the investigation, recording and safeguarding of known and/or potential finds of archaeological significance. The development shall explore opportunities to retain and reference the site's historical links with the defence industry.

b) A minimum of 1,700 net additional dwellings and specialist accommodation which comprises a mix of housing tenures and types including:

- Affordable housing delivered at 35% of net additional dwellings including starter homes and which should generally follow the percentage splits given in the table below:

Affordable Type/Tenure	% Split	Size		
		1 bed	2 bed	3 bed
Affordable Rent	60%	0%	65%	35%
Social Rent	10%	20%	65%	15%
Affordable Home Ownership	30% (of which at least half for shared ownership)	50%	50%	0%

- At least 10 serviced plots for Travelling Show People in accordance with Policy SL22;
- The provision of an extra-care facility comprising in the order of 60 units to assist in meeting the specialist accommodation requirements for those with care needs including for an ageing population;
- Provision for housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots in accordance with Policy SL24.

The range of housing to be provided on the site could also include other types of provision not listed above, for example build to rent units, sheltered housing or care home provision where it is demonstrated that such accommodation would help meet identified local needs.

c) Up to 79,025sqm of gross employment floorspace together with up to 36,000sqm of Data Centre uses (including not less than 16,000 sqm (GEA) of B1 office employment floorspace) within Longcross Park Enterprise Zone, including a variety of provision from small start-up through to large headquarters style office provision, and for C1 hotel and conferencing facilities.

d) A range of local facilities and services which:

- Provides the building and land for a 2FE primary school with pre-school/early years settings;

- Contributes financially towards the provision of secondary school infrastructure in the Borough;
  - Provides a sustainable mix of community facilities and leisure spaces which provide opportunities for public events to ensure a thriving village which promotes healthy living;
  - Provides local retail facilities, a public house and other local services.
- e) A range of sustainable transport choices which facilitate connections within the village and to other nearby settlements and which maximise opportunities for modal shift by optimising connectivity within the site by walking/cycling with improvements to the local road network to mitigate significant impacts. This will include:
- Securing permanent upgrades to Longcross Station and working with partners and Network Rail; delivery of an increased stopping service on the Reading to Waterloo rail line;
  - 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 or delivery of improvements to the A320 as set out in the final A320 Study;
  - Provide funding towards provision of permanent bus services for the village which link with Longcross Railway Station and neighbouring settlements including Woking, as the nearest major local service centre;
  - A network of safe and, as far as possible, segregated cycling and walking links which provide direct connectivity between different land uses within the garden village, and existing settlements (including local service centres) and with the existing routes beyond the village boundaries;
  - A strategy to provide electrical vehicle charging opportunities in accordance with guidance issued by Surrey County Council. All communal residential and non-residential parking spaces within the village are to be provided with passive charging infrastructure to support future delivery of active charging points, supported by ongoing monitoring of electric vehicles demand within the development which is to be secured through a site-wide Travel Plan and section 106 agreement.

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 and secured through section 106 agreement.

- f) A suite of connected green and blue infrastructure improvements across the range of different typologies with protection and enhancement of the natural environment through:
- Ensuring that at least 40% of the allocation is reserved for the delivery of Green Infrastructure, which shall comprise all areas of formal and informal

public open space (including open space identified for SuDS and dedicated cycle ways), green roofs and on-site SANG;

- Provision of sporting facilities and areas for informal play as well as equipped playing space;
  - Provision of land for food production for individuals and the community as a whole, including allotments;
  - Implementation of a comprehensive landscape strategy for the village which takes account of guidance set out in the Surrey Landscape Character Assessment and which seeks to integrate development into the wider environment;
  - Having regard to the existing ecological qualities of the site including protected features and the objectives and targets for BOA units TBH01 and THB02, and delivering opportunities for net gains in biodiversity through priority habitat restoration/creation and priority species recovery through a range of green infrastructure typologies;
  - A comprehensive village-wide SuDS scheme which ensures as far as possible all surface water run-off achieves greenfield run-off rates with clear and robust arrangements for future maintenance;
- g) Connections to other physical infrastructure including to the telecommunication, electricity, gas, potable water and sewer networks or alternative on site treatment as well as super-fast broadband for all businesses, community facilities and households.
- 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. 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.
- i) Proposals for the long-term ownership and stewardship of assets, including community buildings, transport and green infrastructure. Application proposals will need to set out, through a Community Participation Strategy, measures by which a community interest company, trust or similar body will be established and funded to deliver the successful stewardship of locally-led village community assets over the longer term.

Although not allocated in this Local Plan, any redevelopment proposals in the areas shown cross hatched in orange in figure 3 will not be permitted where they conflict with the design concepts of the village masterplan and/or would prejudice its implementation.

### **Justification for inclusion of policy**

- 5.109 Paragraph 52 of the National Planning Policy Framework (NPPF) sets out that the supply of new homes can sometimes be best achieved through planning for larger scale development such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities. NPPF paragraph 83 states that Green Belt boundaries should only be altered in exceptional circumstances and paragraph 84 that when reviewing Green Belt boundaries account should be taken of the need to promote sustainable patterns of development.
- 5.110 The exceptional circumstances to alter Green Belt boundaries have been set out in a separate topic paper. The allocation of land to provide a new garden village at Longcross has been considered in the round along with all other potential sites for allocation outside the existing urban area within the Site Selection Methodology & Assessment (SSMA).
- 5.111 The allocation of a garden village at Longcross is large enough to achieve a sustainable new settlement. It will create opportunities to meet a wide range of housing needs, healthy living, employment and community facilities founded on a robust framework of green infrastructure. This will reduce the need for its residents to travel to meet their day to day needs but, will deliver a range of sustainable and active travel choices should they need to travel further afield.
- 5.112 Upper Longcross is previously developed and has already been granted permission for 200 new homes and up to 79,025sqm of gross employment floorspace with associated retail/community facilities with the area south of the M3 partially developed. The results of the Runnymede SSMA and Site Capacity Analysis show that the new village is largely unaffected by any significant constraints, performs weakly or not at all against Green Belt purposes and is therefore one of the better performing sites for allocation.
- 5.113 Development of the village is deliverable, with the land available for development now, in a suitable location and evidence demonstrates that the site is viable including with the requirements of this policy. The allocation of a new garden village at Longcross therefore contributes to the Local Plan being positively prepared, justified, effective and consistent with national policy.
- 5.114 Policy SD9 supports Local Plan objectives 2, 5, 6, 7, 8, 9, 11 and 12.

## 6. Supporting Local People

### Health & Wellbeing

- 6.1 The link between planning and health is becoming progressively established, with place-making playing a vital role. Health and Wellbeing is considered to be a cross-cutting issue, with links to a number of other policy areas in this Local Plan, including design, infrastructure, the economy and the environment. The built and natural environments are major determinants of health and wellbeing as they can be used to encourage more active lifestyles and can play a role in reducing stress.
- 6.2 Public Health England's, *Spatial Planning for Health: An evidence resource for planning and designing healthier places*, reports that the majority of health outcomes are explained by factors other than healthcare, drawing links with design; housing; food; nature; and transport.
- 6.3 The Government confirms the importance of health and wellbeing in national policy. In particular, the social pillar of sustainable development in the NPPF includes reference to healthy communities and the need to take account of health and wellbeing needs of the local population.
- PPG also states that '*Local Planning Authorities should ensure that health and wellbeing, and health infrastructure are considered in Local and Neighbourhood Plans and in planning decision making*'. The PPG supports national policy by stating that '*development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital*'.
- 6.4 The borough has a relatively healthy population, with 51.3% reporting to be in very good health and 34.1% reporting to be in good health<sup>10</sup>. In 2015, the percentage of adults in Runnymede undertaking 150 minutes of physical activity per week was around 60%, with upward trends in Surrey of utilising outdoor space for exercise<sup>11</sup>. Data collected on behalf of Active by Design indicates that low fitness is the highest factor in cause of early death for males and females, which in turn makes a contribution to coronary heart disease; colon cancer; breast cancer and type-2 diabetes<sup>12</sup>.
- 6.5 Runnymede has an ageing population with residents aged 65+ projected to increase over the lifetime of the plan bringing with it challenges for local services. The Council's wellbeing plan for older people, sets out an action plan enabling older people to live in an environment where personal safety; social engagement and activity is promoted to maximise wellbeing. The Council also part-funds with Sport England 'Get active 50+', a scheme to assist people aged over 50 to lead active and healthy lives through a variety of sports activities. Whilst this scheme is due to cease, the Council will continue to engage with and develop initiatives that engage with older people and other target groups.
- 6.6 The Council also promotes the Surrey Youth Games aimed at young people aged 7-16 as well as other local and national programmes that deliver holiday activities for

---

<sup>10</sup> Office for National Statistics, 2011 Census. Key Figures for 2011 Census: Key Statistics

<sup>11</sup> Public Health England data

<sup>12</sup> Effect of physical inactivity on major non-communicable diseases worldwide: An analysis of burden of disease and life expectancy, 2012

children; and works in partnership with a Surrey-based charity working with vulnerable young people to provide a multi-sports programme.

- 6.7 Indices of deprivation show that 9.6% of children live in poverty in Surrey whilst this figure is 11.8% for Runnymede<sup>13</sup>. Specifically, data from 2014 shows that poverty is particularly high for Chertsey St Anns and Englefield Green West wards. Although in general, Runnymede is relatively affluent, the CBP identifies the 'pockets' of need, which also have associated health problems and has an aspiration to support and improve quality of life of vulnerable and deprived people.
- 6.8 There is also a link between deprivation and obesity amongst young people and evidence points to the fact that having access to recreational infrastructure, such as parks and playgrounds is associated with reduced risk of obesity among adolescents
- 6.9 There is limited data on mental health; however, information obtained from 2010/11 shows that approximately 1.9% of Runnymede's population accessed NHS specialist mental health services from ages 18-65+<sup>14</sup>.
- 6.10 Issues relating to mental health and deprivation can be alleviated to an extent through providing opportunities for social interaction. This can come in a number of forms, one of which is community gardens, which have a number of benefits, not just social. Health and wellbeing benefits include fostering community identity; healthier diet and stress reduction. This is further improved if the community is able to take ownership of these opportunities.
- 6.11 Runnymede Borough Council is part of Arts Partnership Surrey - an alliance of nine local councils and trusts, working together to bring cultural experiences to local residents. In addition, a Living Well Week is also organised each year, where the Council works with a range of partners to offer residents free information sessions and low-cost activities focused around health and wellbeing.
- 6.12 Air pollution is an important determinant of health. Numerous epidemiological studies, including large cohort studies that follow people's health over several years, have found an association between air pollution and a wide range of adverse health effects (World Health Organisation Regional Office for Europe, 2005). Estimates of the percentage of mortality attributable to long term exposure to particulate air pollution in Runnymede is 4.9%. This is higher than England and the South East averages (both 4.7%) (Public Health England, 2017)<sup>15</sup>.
- 6.13 A number health and well-being issues are considered through other policies in this Plan but the overarching approach, specifically ensuring that development does not have an overall negative impact on the health or wellbeing of local people or communities is set out in Policy SL1.

---

<sup>13</sup> Surrey dataset *Children in low income households*, 2014

<sup>14</sup> Source: Health and Social Care Information Centre (now called NHS Digital)

<sup>15</sup> Public Health England data (2017)



### **Policy SL1: Health and Wellbeing**

The Council is supportive of development that promotes community facilities and provides access to cultural experiences. The Council also supports development proposals which take opportunities to assist people of all ages and backgrounds living, working and relaxing in Runnymede to lead healthy lifestyles and improve quality of life.

New major development should:

- Encourage people to take physical exercise by providing opportunities for walking, cycling, outdoor recreation and sport;
- Promote opportunities for recreation and social interaction.

In residential led schemes, opportunities should also be taken where possible to allow residents to grow their own food.

### **Justification for inclusion of policy**

- 6.14 The NPPF emphasises the importance of health and wellbeing and that LPAs should work with health professionals to take account of current and future needs of the local population and take account of relevant barriers to improving health and well-being.
- 6.15 As this policy is cross-cutting, there are further policies relating to health and wellbeing in other policies in this Plan. This policy should be read in conjunction with, infrastructure, design; recreation; natural environment; LGV and sustainable development policies in this Plan and as required, in relation to Local Plan allocations.
- 6.16 Policy SL1 will help to deliver Local Plan objectives 1, 3, 4, 8 and 10.

## Housing

- 6.17 Housing is a requirement for all the population, and its quality, availability and affordability are essential for a good quality of life. Maintaining a supply of decent homes that can meet everyone's needs in a high quality environment is a fundamental principle in the creation and maintenance of vibrant and healthy communities and a sustainable and growing economy.
- 6.18 This not only applies to the quantity of housing but also to ensuring that new housing is developed in the most appropriate locations and provides for the differing needs of the population, including through the provision of a range of house sizes and tenures, and accommodation for specific groups within the community.
- 6.19 To meet the housing needs of the Borough's growing and ageing population this Local Plan identifies sites for a range of housing in suitable locations that offer access to jobs, key services and infrastructure. Homes must also be of the right types, sizes and tenures to meet the needs of the population and be located in safe, attractive and sustainable environments.
- 6.20 Runnymede Borough is a popular place to live, and as a result house prices are high. Many households are unable to afford decent housing without subsidies. This plan therefore, includes measures that will assist in meeting the needs of those who are unable to afford to rent or buy homes on the open market.
- 6.21 The Council recognises that allocating sites requires balancing the need for housing with the need to protect the Borough's environment. At the same time, it is necessary to ensure that new development, and existing communities, will be served by suitable infrastructure provision that enables those communities to thrive. This section of the Local Plan seeks to ensure that these competing issues are addressed effectively in promoting and deciding on housing proposals for allocated sites and in general.

## Policy SL2: Housing Allocation at Brox End Nursery, Ottershaw

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** | Between 2019-2021

### Development Requirements

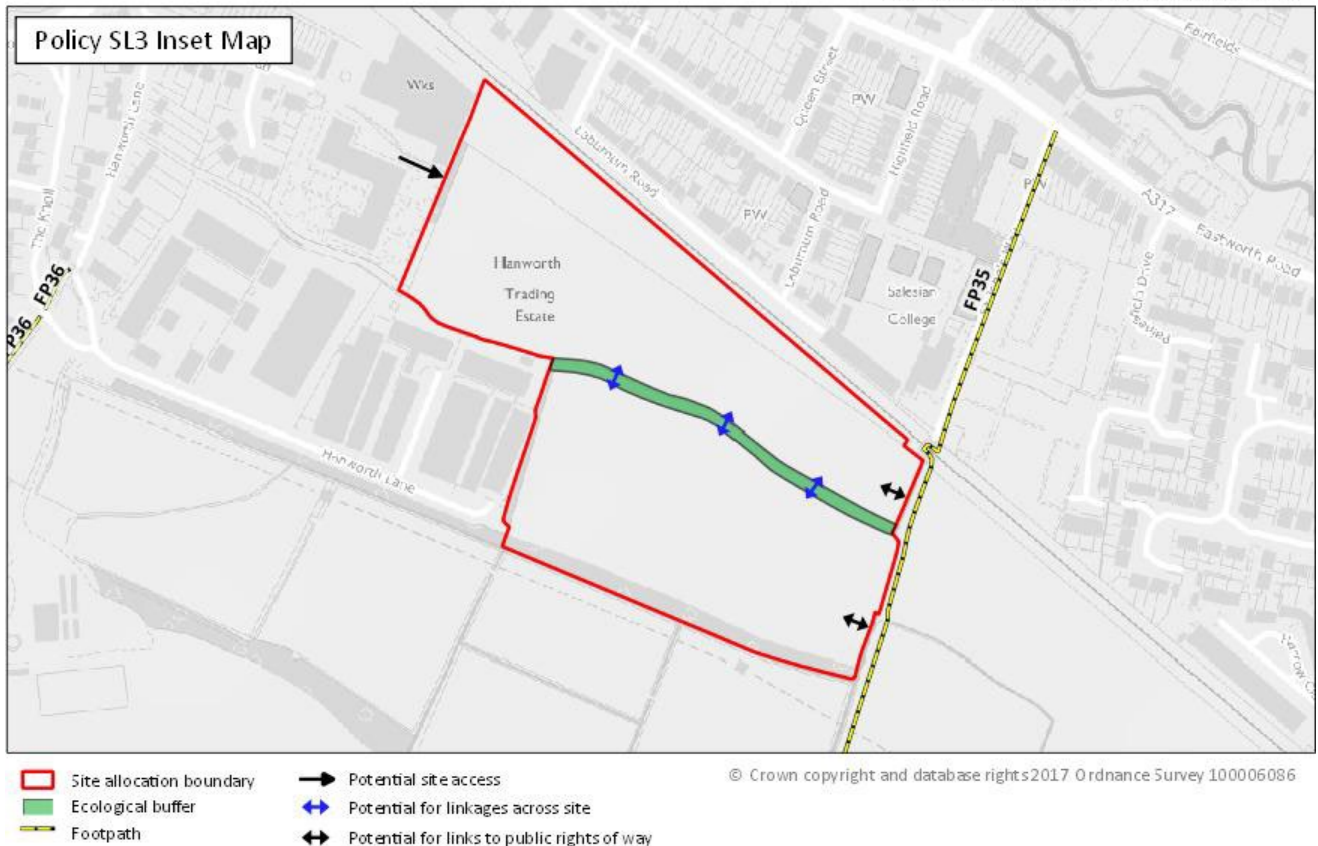
This 1.4ha site is located to the south of Ottershaw and will deliver a high quality development that will:

- Make provision for a minimum of 40 net additional C3 dwellings;
- Take account of Tree Preservation Order 384, site boundary vegetation and the built development strategy for unit SS4 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;
- 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 unless it would improve accessibility, safety and/or, attractiveness to users;
- Through provision of landscaping and boundary planting provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- 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 off-road cycle route;
- Make a financial contribution(s) either through S106 or CIL (or its successor) towards the provision of early years, primary and secondary school infrastructure;

- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

## Policy SL3: Housing Allocation at Hanworth Lane, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** | Between 2017- 2025 subject to delivery of necessary mitigation on the A320

### Development Requirements

The site is under construction for 130 dwelling units on part of the site. The area of the site remaining to be developed will deliver a high quality development that will:

- Make provision for a minimum of 210 net additional C3 dwellings;
- 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. This will need to be demonstrated and implemented through an appropriate landscaping strategy;
- 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 (unless it would improve accessibility, safety and/or, attractiveness to users) as well as links between the north and south parcels of the site;
- Deliver appropriate flood risk mitigation and SuDS as identified through a site-specific flood risk & drainage assessment. The drainage strategy will be expected to consider any implications of the site being located in SPZ2. The Flood Risk Assessment will be expected to ensure that the potential flood risk associated with the ordinary watercourse which runs through the site is assessed;
- Through provision of an ecological buffer around the existing watercourse running through the middle of the site, landscaping and site boundary vegetation, provide net biodiversity gains and measures to safeguard biodiversity interests at Pannells Farm SNCI to the south of the site

with an appropriately designed green infrastructure buffer. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;

- f) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL(or its successor);
- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) Provide for the relocation of the existing school/college playing fields in a location appropriate for the needs of Salesian Secondary School/College;
- 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;
- j) Ensure acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures in light of the adjacent rail line;
- k) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms;
- 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.

## Policy SL4: Housing Allocation at Coombelands Lane, Addlestone

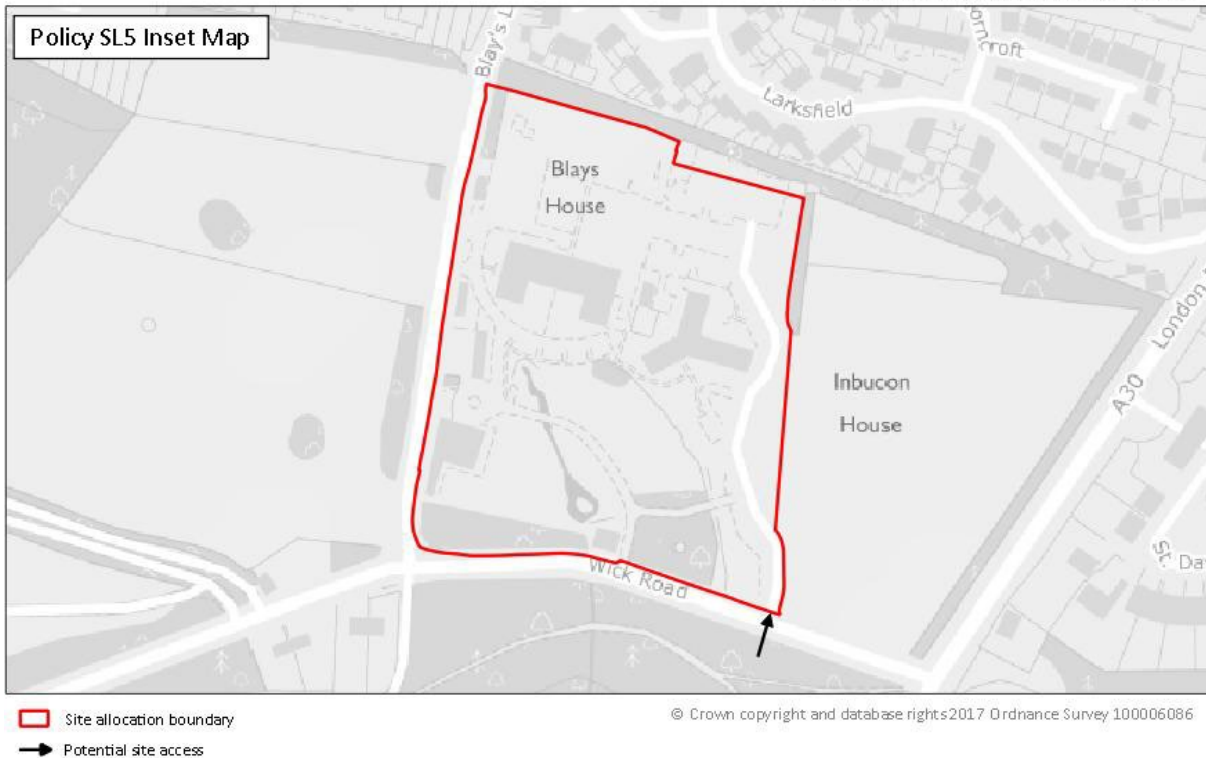
NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site ref and name	
<b>Timing</b>	Between 2018-2021
<b>Development Requirements</b>	
<p>This 1.9ha site is located on the southern side of Row Town and will deliver a high quality development that will:</p> <ol style="list-style-type: none"> <li>Make provision for a minimum of 40 net additional C3 dwellings with 40% as affordable with tenure split in line with Policy SL21 unless otherwise agreed;</li> <li>Take account of Tree Preservation Order 187 and site boundary vegetation in the design and layout of the site;</li> <li>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;</li> <li>Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL(or its successor);</li> <li>Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;</li> <li>Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.</li> </ol>	

## Policy SL5: Housing Allocation at Blays House, Blays Lane, Englefield Green

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** 2022-2027

### Development Requirements

This 2.86ha site is located on the southern side of Englefield Green and will deliver a high quality development that will:

- a) Make provision for a minimum of 100 net additional C3 dwellings;
- b) Take account of site boundary vegetation in the design, layout and landscaping of the site especially fronting Wick Road and the north boundary of the site; This will need to be demonstrated and implemented through an appropriate landscaping strategy;
- c) Safeguard biodiversity at the Windsor Great Park SNCI in the design and layout of the site through an appropriately designed green infrastructure buffer and through provision of boundary vegetation and landscaping take account of the objectives and targets for Biodiversity Opportunity Area TV01. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- d) Ensure that the Locally Listed Park House and its setting is maintained and enhanced;
- 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 improve the pedestrian footway between the site and London Road;
- f) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);

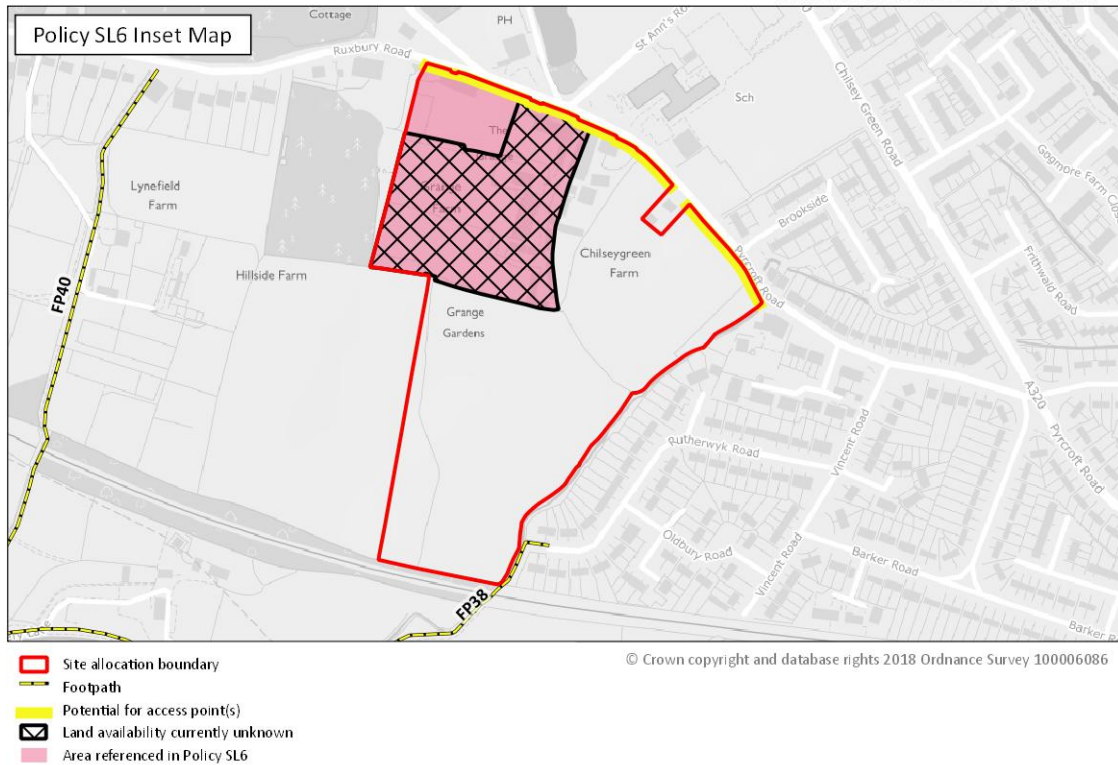


- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) For the avoidance of doubt, in relation to open space requirements for the site (policy SL26) it will be expected 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 provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

It should be noted that an ordinary watercourse runs along/through the site which could present a flooding risk. This should be addressed in the Flood Risk Assessment which would be expected to be submitted with any planning application at the site. The potential for an ecological buffer to be provided around the watercourse will also be expected to be explored and implemented where it is feasible to do so.

## Policy SL6: Housing Allocation at Pycroft Road, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site ref and name	
<b>Timing</b>	Between 2023-2028 subject to delivery of necessary mitigation on the A320
<b>Development requirements</b>	
<p>This 6.8ha site is located on the western side of Chertsey and is formed from four parcels of land at Chilsey Green Farm, Grange Farm, Grange Farm Retirement Home and St Ann's Lodge. The Council's preference is for a high quality development that will come forward in a single comprehensive scheme which will:</p> <ol style="list-style-type: none"> <li>Make provision for a minimum of 275 net additional C3 dwellings and 5 net additional serviced pitches for Gypsies/Travellers;</li> <li>Retention of The Grange Retirement Home in its existing use;</li> <li>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. This will need to be demonstrated and implemented through an appropriate landscaping strategy;</li> <li>The retention of boundary planting should be used as an opportunity to provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;</li> <li>Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network;</li> </ol>	

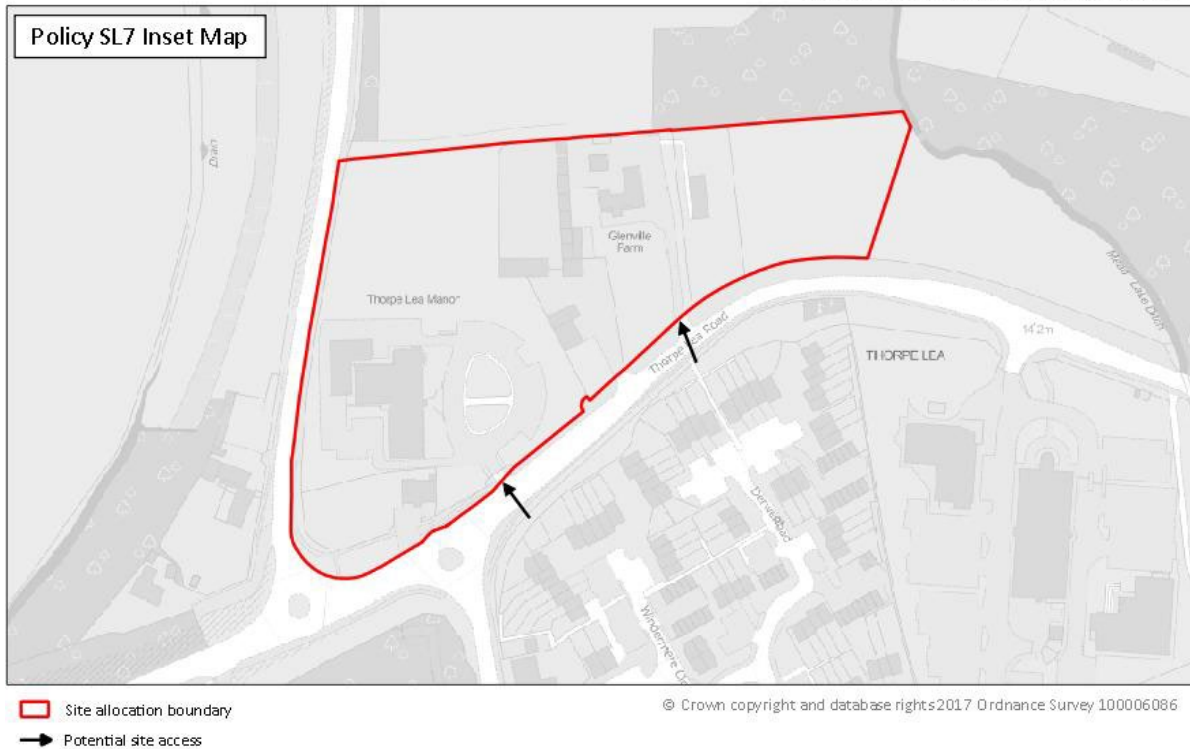
- f) Include measures to mitigate the impact of development on the local road network and take account of impacts on the strategic road network as identified through a site-specific Travel Plan and Transport Assessment. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required. The applicant will also be expected to explore 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;
- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL(or its successor);
- i) Ensure acceptable noise standards can be met within homes and amenity areas through suitable noise mitigation measures in light of the adjacent rail line.
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

In the event that the area shown 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.

In the flood risk assessment submitted at the site, whilst the risk from all types of flooding should be assessed, the applicant should pay particular attention to assessing and mitigating risks associated with fluvial and surface water flooding. A drainage strategy will also be expected to be submitted as part of a planning application which should consider the implications of the site being partly located in SPZ2. It should also be noted that the site has a potentially high water table which could dictate the design of suds systems. This also needs to be addressed in the drainage strategy.

## Policy SL7: Housing Allocation at Thorpe Lea Road North, Egham

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site ref and name	
<b>Timing</b>	2021- 2030
<b>Development requirements</b>	
<p>This is a 1.99ha site located to the north of Thorpe Lea which is part of the wider Egham urban area. The site is formed from two parcels of land at Glenville Farm and Thorpe Lea Manor. The Council's preference is for a single comprehensive scheme however separate schemes on each of the parcels of land independent from one another will not be resisted. The site as a whole will deliver a high quality development which will:</p> <ol style="list-style-type: none"> <li>Make provision for a minimum of 90 net additional C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;</li> <li>Take account of site boundary vegetation in the design, layout and landscaping of the site; This will need to be demonstrated and implemented through an appropriate landscaping strategy;</li> <li>Through the provision of landscaping and boundary vegetation, achieve net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;</li> <li>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 cycle routes and passenger transport infrastructure and services in the area;</li> <li>Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);</li> </ol>	

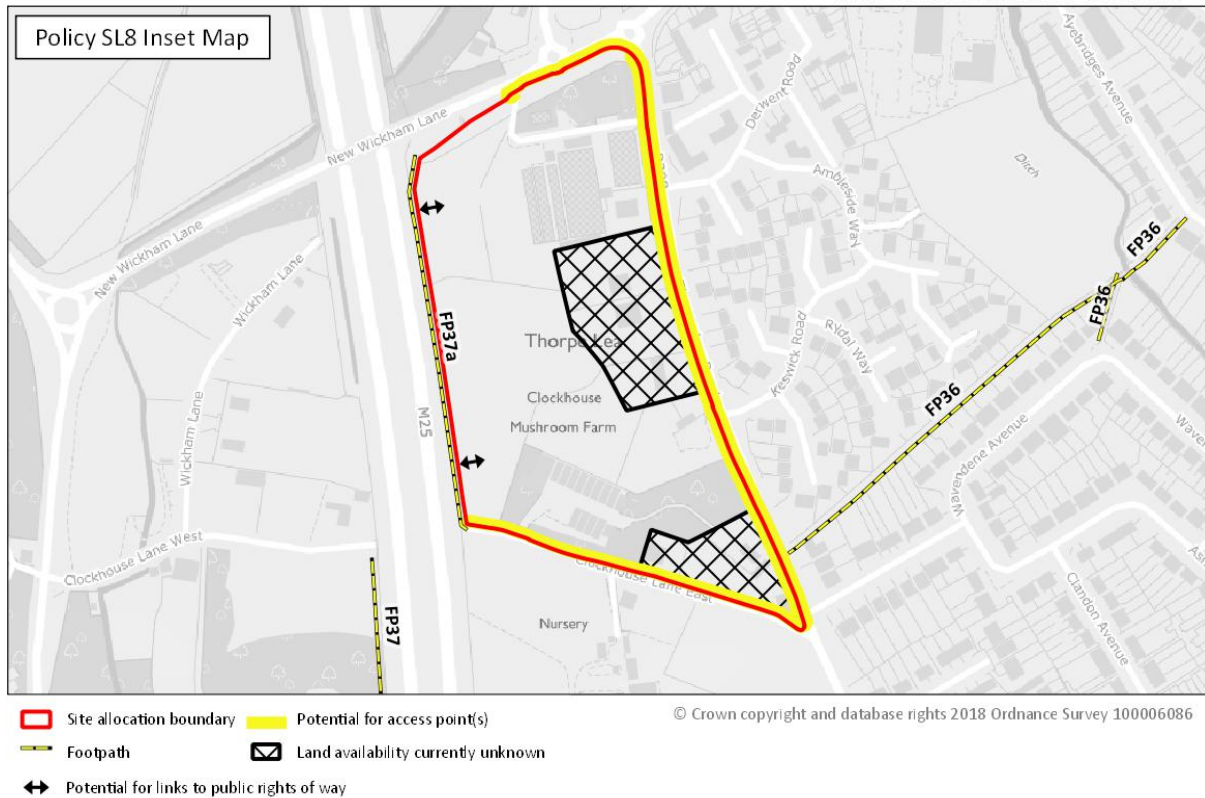
- f) Be supported by a Habitats Regulations Assessment to determine whether there will be a likely significant effect on the Thames Basin Heaths SPA and identify and implement a bespoke avoidance solution if significant effects are found in agreement in writing with Natural England;
- g) For the avoidance 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 provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

A drainage strategy will be expected to be submitted with any planning application at the site which will demonstrate that the surface water from the site can be effectively drained without increasing flood risk within and beyond the boundary of the site.

In the event that the site comes forward in two or more phases, the Glenville Farm parcel of the site will be expected to provide a minimum of 40 net additional C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches. The parcel at Thorpe Lea Manor will be expected to provide a minimum of 50 additional C3 dwellings.

## Policy SL8: Housing Allocation at Thorpe Lea Road West, Egham

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** 2019-2024

### Development Requirements

This is a 6.58ha site located to the west of Thorpe Lea which is part of the wider Egham urban area. During the Local Plan period the site will deliver a high quality development that will:

- Make provision for a minimum of 250 net additional C3 dwellings and 3 net additional serviced Gypsy/Traveller pitches
- Ensure the scheme does not give rise; to adverse impacts to human health from noise/air quality from the M25 by implementing design features and layouts that mitigate these impacts as demonstrated through an appropriate noise/air quality assessment. Development will be permitted in the AQMA, where it can be demonstrated that it will not have any adverse impacts to human health or lead to a deterioration of air quality within the AQMA\*.
- Take account of TPO 98 and site boundary vegetation in the design, layout and landscaping of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;
- 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 FP37a unless it would improve accessibility, safety and/or, attractiveness to users;
- Through the provision of landscaping, boundary vegetation and improving the rights of way network, achieve net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;

- 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 cycle routes and passenger transport infrastructure and services in the area;
- g) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- h) Be supported by a Habitats Regulations Assessment to determine whether there will be a likely significant effect on the Thames Basin Heaths SPA and identify and implement a bespoke avoidance solution if significant effects are found in agreement in writing with Natural England;
- 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 outdoor sports facilities and allotments 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 site acceptable in planning terms.

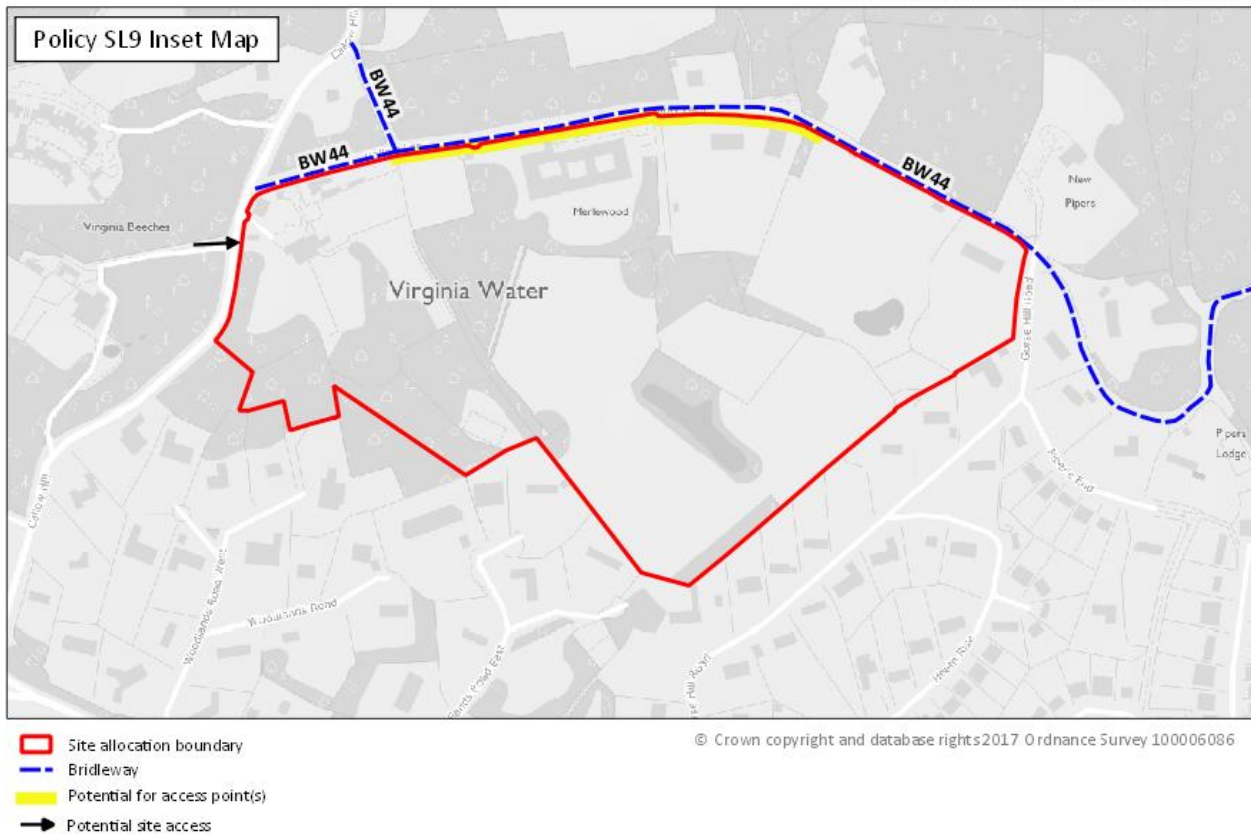
A drainage strategy will be expected to be submitted with any planning application at the site which will demonstrate that the surface water from the site can be effectively drained without increasing flood risk within and beyond the boundary of the site.

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 and 1 net Gypsy/Traveller pitch with the remainder of the site providing a minimum of 195 net additional C3 residential units and 2 Gypsy/Traveller pitches.

\*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.

## Policy SL9: Housing Allocation at Virginia Water North

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site ref and name	
<b>Timing</b>	2020-2025
<b>Development Requirements</b>	
<p>This 19.5ha site is located to the north of Virginia Water and is formed from three parcels of land at Gorse Hill House, Kenwolde and Merlewood. The Council's preference is for a development that will come forward in a single comprehensive scheme however separate schemes on each of the parcels of land independent but complimentary to one another will not be resisted. The site as a whole will deliver a high quality development which will:</p> <ol style="list-style-type: none"> <li>a) Make provision for a minimum of 120 net additional C3 dwellings;</li> <li>b) Ensure that the Locally Listed Merlewood Care Home and its setting is maintained (in its current use) and enhanced;</li> <li>c) Retain trees which are significant either individually or as groups and take account of site boundary vegetation and built development strategy for unit SW1 of the Surrey Landscape Character Assessment in the design and layout of the site. This will need to be demonstrated and implemented through an appropriate landscaping strategy;</li> <li>d) 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 provide on-site open space in the form of a publicly accessible park and garden with a minimum size of 0.85ha rather than provide or contribute to outdoor sports facilities and allotments;</li> </ol>	

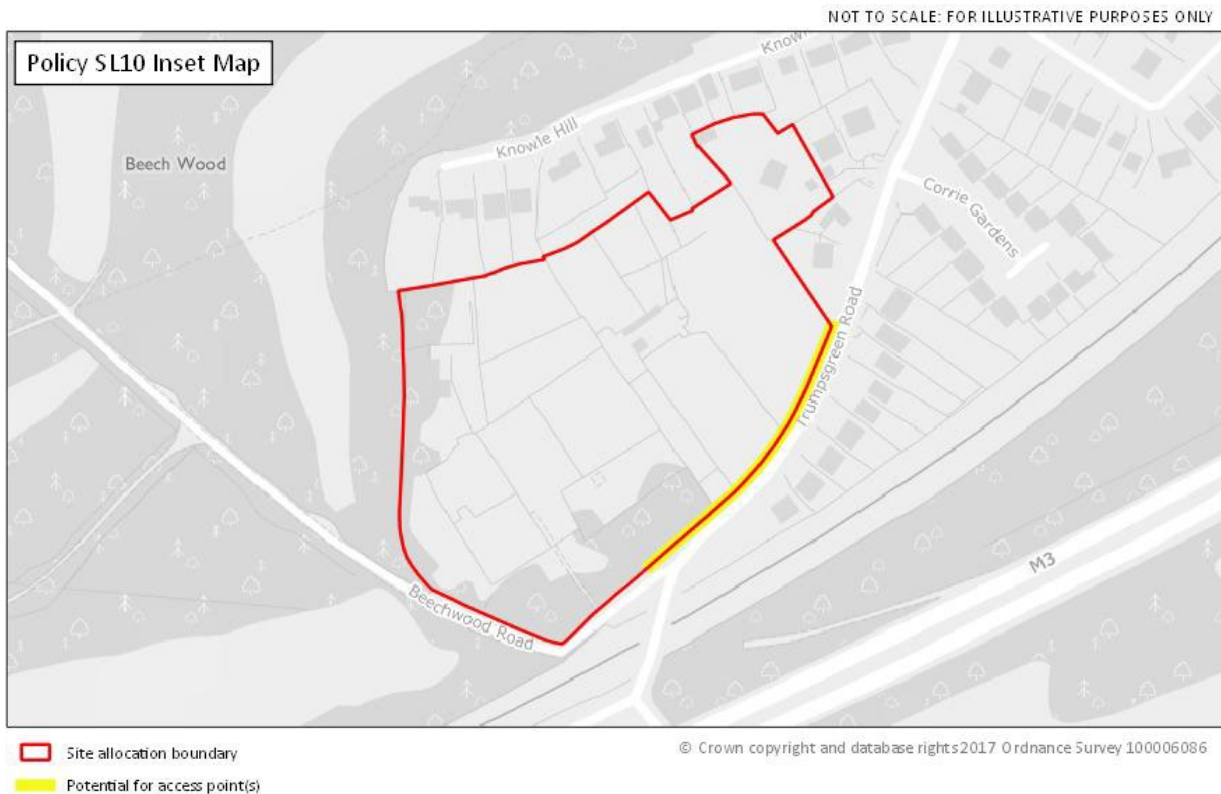


- e) Safeguard biodiversity at The Dell Ancient Woodland SNCI in the design and layout of the site through an appropriately designed green infrastructure buffer. The provision of a park garden, improvements to boundary planting and on-site landscaping should be used as an opportunity to provide net gains in biodiversity especially taking account of the objectives and targets of Biodiversity Opportunity Area TV01; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans
- f) Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network which exist in the locality of the site;
- 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 and to improve pedestrian access to public transport links;
- h) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- i) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

Dependent on the release of Gorse Hill Manor and Gorse Hill House, this parcel of land may not come forward for development by 2025. 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
- Gorse Hill Manor & Gorse Hill House – 6 net units
- Rest of Site – 2 net units

## Policy SL10: Housing Allocation at Virginia Water South

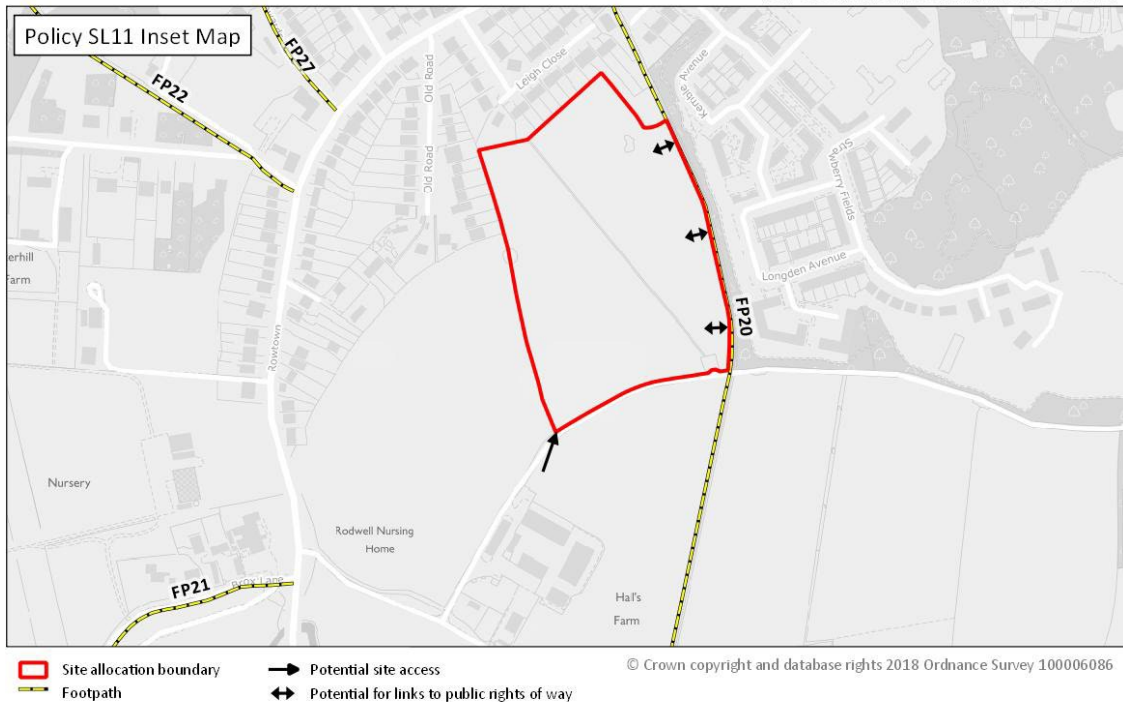


Site ref and name	
<b>Timing</b>	2020-2023
<b>Development Requirements</b>	
<p>This 5.27ha site is located to the south of Virginia Water and will deliver a high quality development that will:</p> <ol style="list-style-type: none"> <li>Make provision for a minimum of 140 net additional C3 dwellings including and 2 net additional serviced Gypsy/Traveller pitches;</li> <li>Take account of site boundary vegetation and the built development strategy for unit SS4 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;</li> <li>Safeguard biodiversity at the Wentworth Golf Courses-Knowle Hill SNCI in the design and layout of the site through an appropriately designed green infrastructure buffer. Through the provision of landscaping and boundary vegetation, achieve net gains in biodiversity taking account of the objectives and targets for Biodiversity Opportunity Area TBH01; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;</li> <li>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;</li> <li>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 towards cycle routes including those at Longcross Garden Village and to improve pedestrian access to public transport links;</li> </ol>	

- f) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) 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 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.

## Policy SL11: Housing Allocation at Parcel B, Vet Labs Site, Addlestone

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** 2023-2026 subject to delivery of necessary mitigation on the A320

### Development Requirements

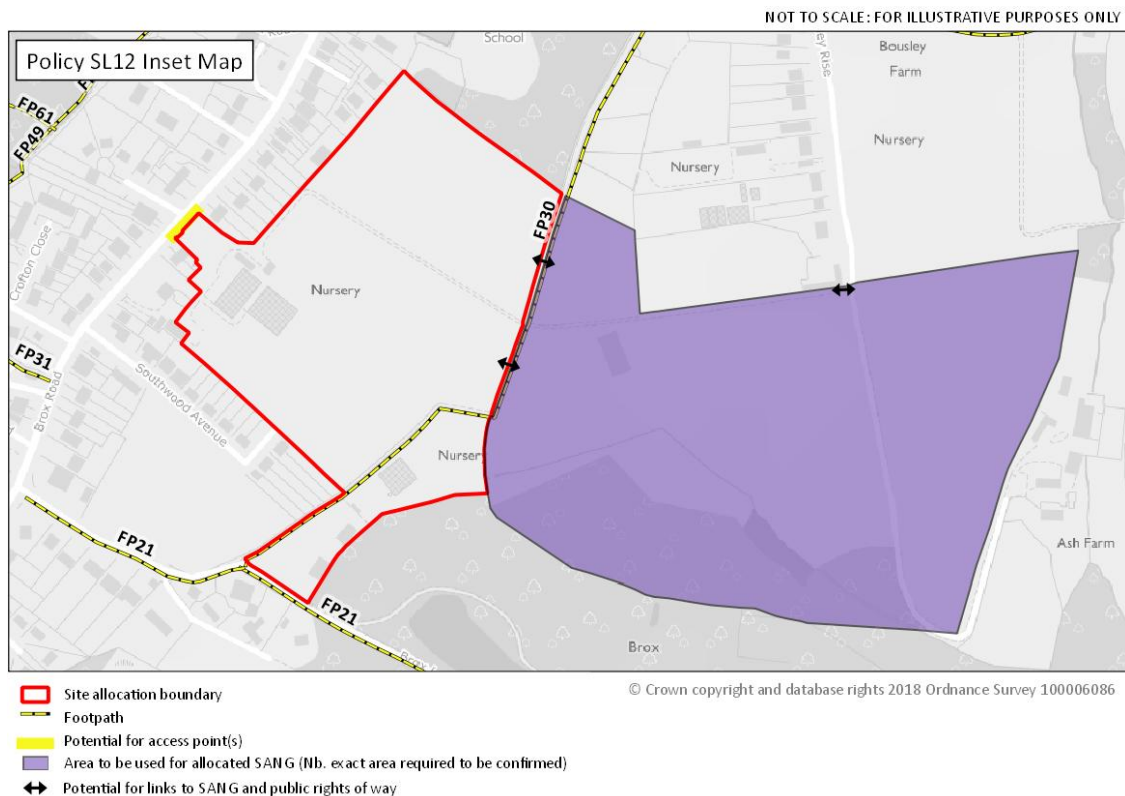
This is a 4.7ha site located on the southern side of Row Town which will deliver a high quality development that will:

- Make provision for a minimum of 150 net additional C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;
- Take account of TPO 421, 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, southern and northern boundaries. This will need to be demonstrated and implemented through an appropriate landscaping strategy;
- Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network;
- Through provision of boundary planting, landscaping and improving the public rights of way network, provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- 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. 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 opportunities to link with existing cycle routes and passenger transport infrastructure and services;

- f) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL(or its successor);
- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

In the flood risk assessment submitted alongside any development proposal which comes forward at the site, the applicant should ensure that the potential for surface water flooding to occur on the access road into the site is also considered and mitigation should be proposed where necessary.

## Policy SL12: Housing Allocation at Ottershaw East, Ottershaw



### Site ref and name

**Timing** | 2023-2027 subject to delivery of necessary mitigation on the A320

### Development Requirements

This 6.6ha site is located to the south east of Ottershaw and will deliver a high quality development that will:

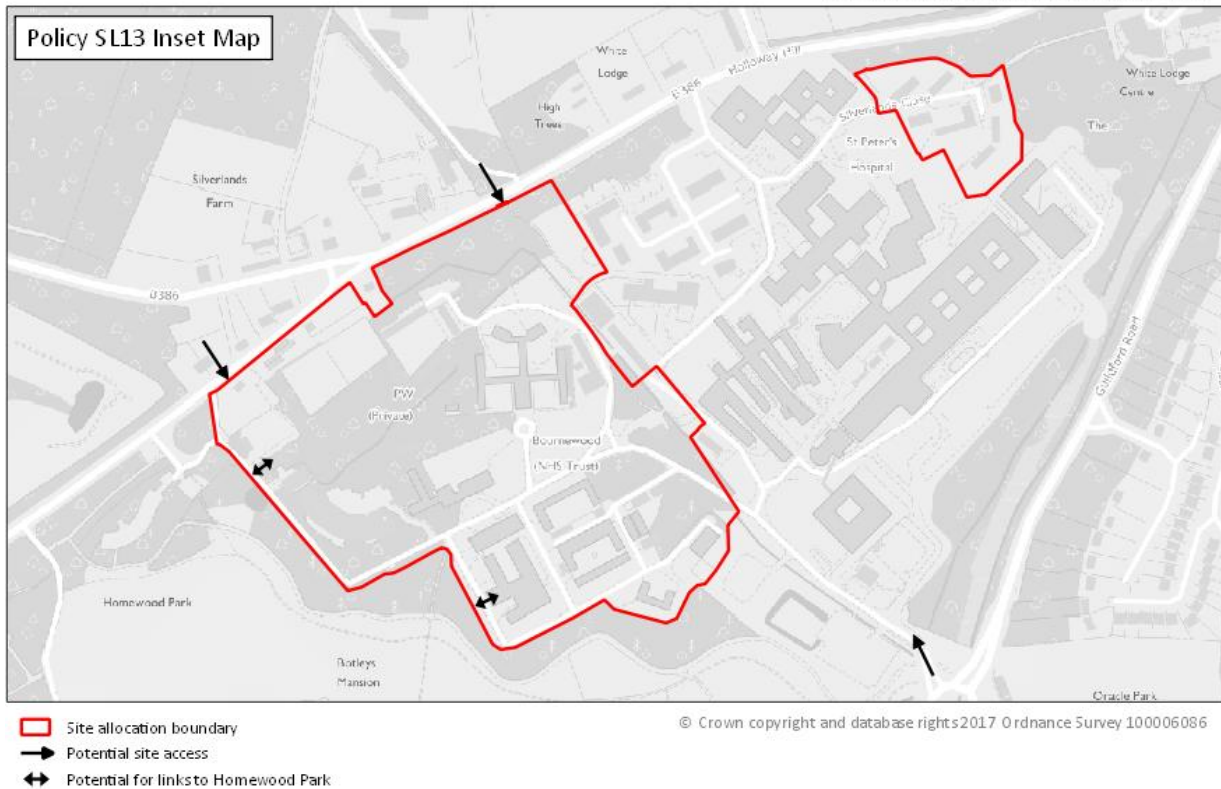
- a) Make provision for a minimum of 200 C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;
- b) Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network in the locality of the site avoiding severance and re-routing;
- c) Take account of site boundary vegetation, the adjacent ancient woodland and its buffer zone which extends into the proposed SANG 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; This will need to be demonstrated and implemented through an appropriate landscaping strategy;
- 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. 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 opportunities for the site to link with or contribute to links to the A320 cycle route;
- e) Make a financial contribution(s) either through S106 or CIL (or its successor) towards the provision of early years, primary and secondary school infrastructure;

- f) Provide 0.1ha of land and a proportionate contribution to the building of up to 800sqm for a new health facility comprising a GP surgery with associated parking and landscaping;
- g) Deliver appropriate flood risk mitigation and SuDS as identified through a site-specific flood risk & drainage assessment;
- h) The provision of SANG, SuDS, improvements to the existing public rights of way network and landscaping should be used as an opportunity to provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- i) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms;
- j) 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.

In the flood risk assessment submitted at the site, whilst the risk from all types of flooding should be assessed, the applicant should pay particular attention to assessing and mitigating risks associated with surface water flooding in the south eastern part of the site. It should also be noted that there is a flood flow path which runs north west to south east across the site which will also require consideration and potential mitigation. An ordinary watercourse runs along through the site, and another runs along the site boundary which could present a flooding risk. This should also be addressed in the Flood Risk Assessment. The potential for an ecological buffer to be provided around the watercourses will be expected to be explored and implemented where it is feasible to do so.

## Policy SL13: Housing Allocation at St Peter's Hospital, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** 2020-2025 subject to delivery of necessary mitigation on the A320

### Development Requirements

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 will deliver high quality developments that will:

- a) Make provision for a minimum of 400 net additional C3 dwellings;
- b) Take account of TPO425, 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;
- c) Through provision of landscaping and boundary vegetation provide net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- 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, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;



- 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. 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 opportunities for the site(s) to provide a link between the A320 off road cycle route and Holloway Hill/Stonehill Road;
- f) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- g) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- h) Provide access points into the Homewood Park SANG from the western parcel of land;
- i) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

It should be noted that an ordinary watercourse runs through the site which could present a flooding risk. This should be addressed in the Flood Risk Assessment which would be expected to be submitted with any planning application at the site. The potential for an ecological buffer to be provided around the watercourse will also be expected to be explored and implemented where it is feasible to do so.

## Policy SL14: Housing Allocation at Parcel A, Chertsey Bittams, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



- ▭ Site allocation boundary
- ▭ Footpath
- ▭ Potential for access point(s)
- ↔ Potential for links to public rights of way

© Crown copyright and database rights 2017 Ordnance Survey 100006086

### Site ref and name

**Timing** 2023-2026 subject to delivery of necessary mitigation on the A320

### Development Requirements

This is a 7ha site located on the northern side of Green Lane, Chertsey in the Chertsey South area. Over the period of the Local Plan, the site will deliver a high quality development that will:

- a) Make provision for a minimum of 175 net additional C3 dwellings and 5 net additional serviced Gypsy/Traveller pitches;
- b) Ensure the scheme does not give rise to adverse impacts to human health from noise/air quality from the M25 by implementing design features and layouts that mitigate these impacts as demonstrated through an appropriate noise/air quality assessment. Development will be permitted in the AQMA, where it can be demonstrated that it will not have any adverse impacts to human health or lead to a deterioration of air quality within the AQMA<sup>1</sup>;
- c) Take account of TPO 415, 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; This will need to be demonstrated and implemented through an appropriate landscaping strategy;

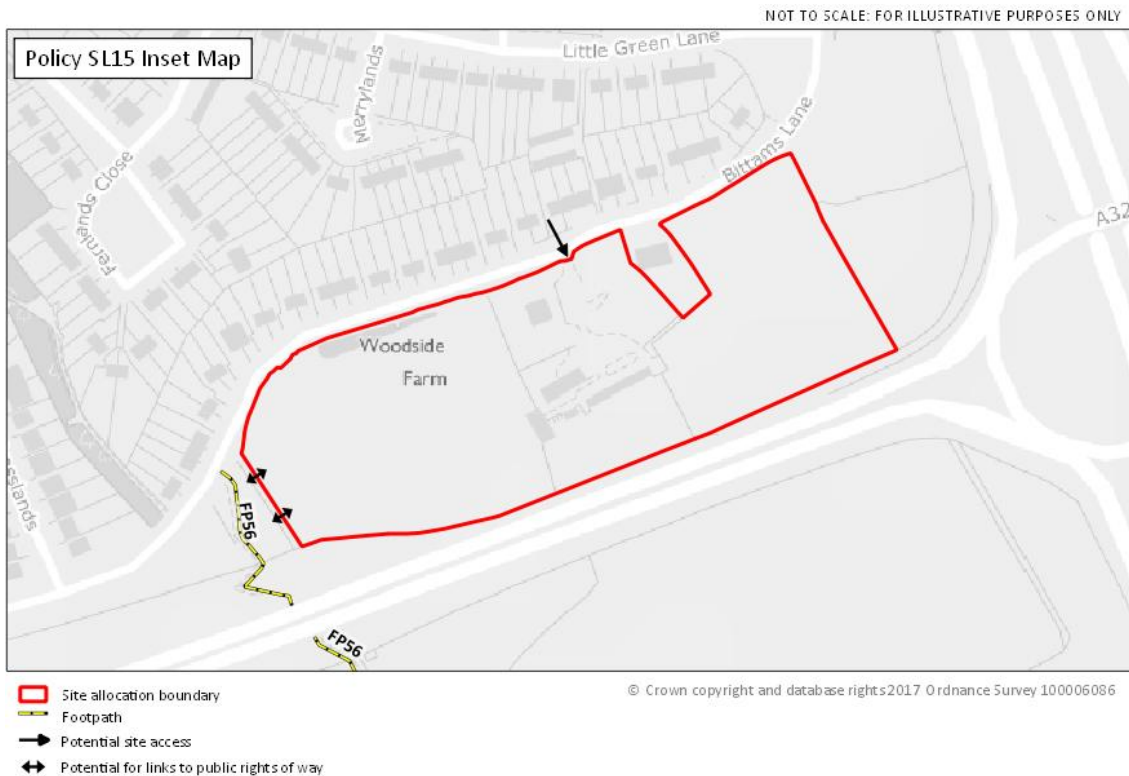
- d) Contribute towards the improvement of and maximise opportunities to provide safe and attractive links to the existing public rights of way network, in particular incorporating access to and avoiding severance and re-routing of FP36 and 37 unless it would improve accessibility, safety and/or, attractiveness to users;
- e) Through the provision of landscaping, boundary vegetation and improving the rights of way network, achieve net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- f) Contrary to Policy SL26, provide an area of land of around 0.1ha within the site for the provision of a community hub building and associated infrastructure<sup>2</sup>;
- 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. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required;
- h) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- i) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

In the flood risk assessment submitted at the site, whilst the risk from all types of flooding should be assessed, the applicant should pay particular attention to assessing and mitigating risks associated with surface water and fluvial flooding on the site. A drainage strategy will also be expected to be submitted which should consider any implications of the site being located in SPZ3. As part of the site is also located in flood zones 2 and 3, a sequential approach should be followed in the design and layout of any development scheme.

<sup>1</sup>Site Capacity Analysis evidence recommends 175 C3 units and 5 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.

<sup>2</sup>The Runnymede Infrastructure Needs Assessment (INA) identifies a need for additional community floorspace over the plan period. The Chertsey Bittams area currently lacks a community hub building and given the location of the site adjacent to an existing community use Parcel A is considered to be the best location for this. Contrary to Policy SL26 land should be set aside at Parcel A for the provision of a community hub building rather than sports pitches and allotments. For the avoidance of doubt, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible. If development for a community hub building has not commenced by the end of the plan period, the land will revert to open space.

## Policy SL15: Housing Allocation at Parcel B, Chertsey Bittams, Chertsey



### Site ref and name

**Timing** 2023-2026 subject to delivery of necessary mitigation on the A320

### Development Requirements

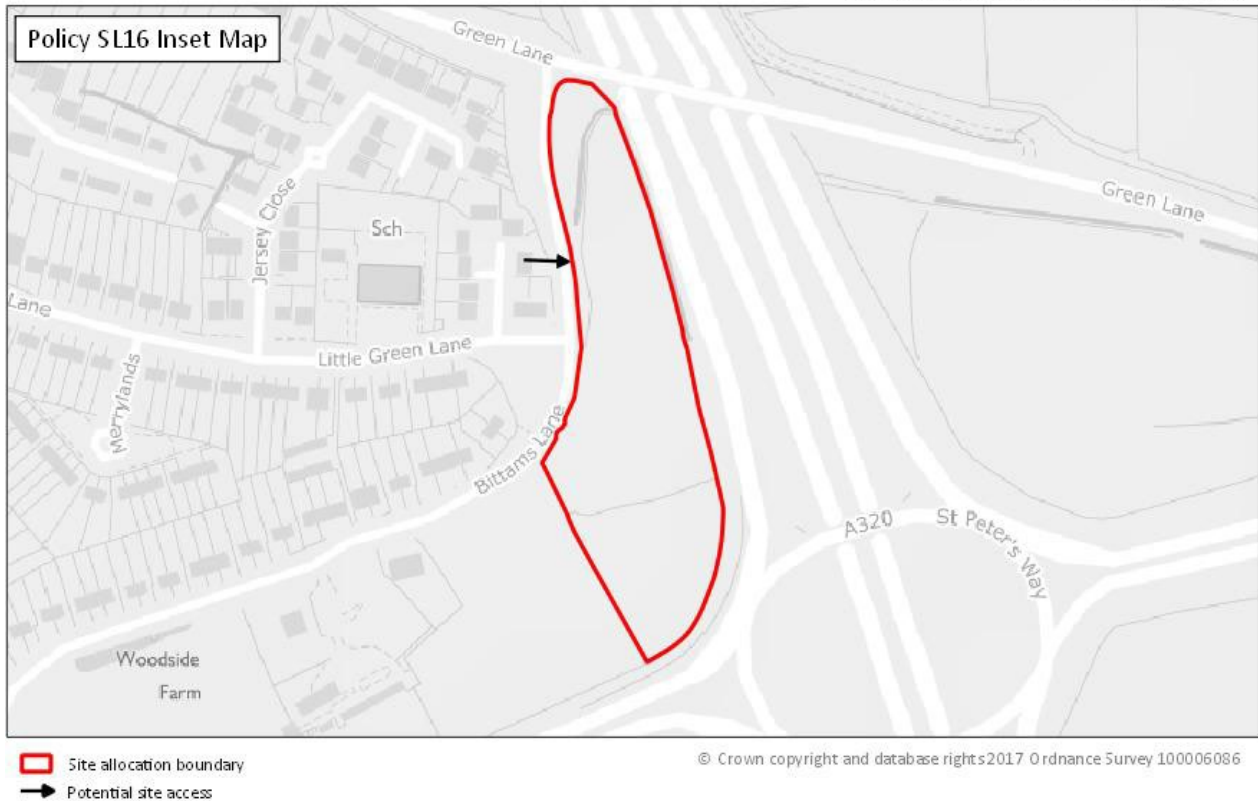
This is a 3.9ha site located on the southern side of Bittams Lane, Chertsey in the Chertsey South area. Over the period of the Local Plan, the site will deliver a high quality development that will:

- a) Make provision for a minimum of 120 net additional C3 dwellings and 2 net additional serviced Gypsy/Traveller pitches;
- b) Ensure the scheme does not give rise to adverse impacts to human health from noise arising from the M25/St Peter's Way by implementing design features and layouts that mitigate noise impacts as demonstrated through an appropriate noise assessment;
- c) 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;
- 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 unless it would improve accessibility, safety and/or, attractiveness to users;
- e) Through provision of boundary planting, landscaping and improving the public rights of way network, provide net gains in biodiversity. This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;

- 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, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;
- 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. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required;
- h) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- i) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

## Policy SL16: Housing Allocation at Parcel C, Chertsey Bittams, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** Post 2027 subject to delivery of necessary mitigation on the A320

### Development Requirements

This is a 1.93ha site located on the southern side of Green Lane, Chertsey in the Chertsey South area. Over the period of the Local Plan, the site will deliver a high quality development that will:

- a) Make provision for a minimum of 9 net additional C3 dwellings, 11 net additional serviced Gypsy/Traveller pitches and permanent retention of the existing temporary pitch;
- b) Incorporate the retention of the existing gypsy pitch which is located in the site;
- c) Ensure the scheme does not give rise to adverse impacts to human health from noise/air quality from the M25/St Peter's Way by implementing design features and layouts that mitigate these impacts as demonstrated through an appropriate noise/air quality assessment. Development will be permitted in the AQMA, where it can be demonstrated that it will not have any adverse impacts to human health or lead to a deterioration of air quality within the AQMA\*;
- d) 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; This will need to be demonstrated and implemented through an appropriate landscaping strategy;

- e) Through the provision of landscaping and boundary vegetation achieve net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;
- 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, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;
- 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. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required;
- h) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- i) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

In the flood risk assessment submitted at the site, whilst the risk from all types of flooding should be assessed, the applicant should pay particular attention to assessing and mitigating risks associated with surface water flooding on the site. It should also be noted that there is an ordinary watercourse to the north of the site which could present a flooding risk. This should be addressed in the Flood Risk Assessment. The potential for an ecological buffer to be provided around the watercourse will also be expected to be explored and implemented where it is feasible to do so. In addition, a drainage strategy will be expected to be submitted as part of the planning application which should consider any implications of the site being located in SPZ3.

\* Site Capacity Analysis evidence recommends 35 C3 units and 1 Gypsy/Traveller pitch 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. This would be expected to be for C3 residential units.

## Policy SL17: Housing Allocation at Parcel D, Chertsey Bittams, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



- ▭ Site allocation boundary
- ▭ Potential for access point(s)

© Crown copyright and database rights 2017 Ordnance Survey 100006086

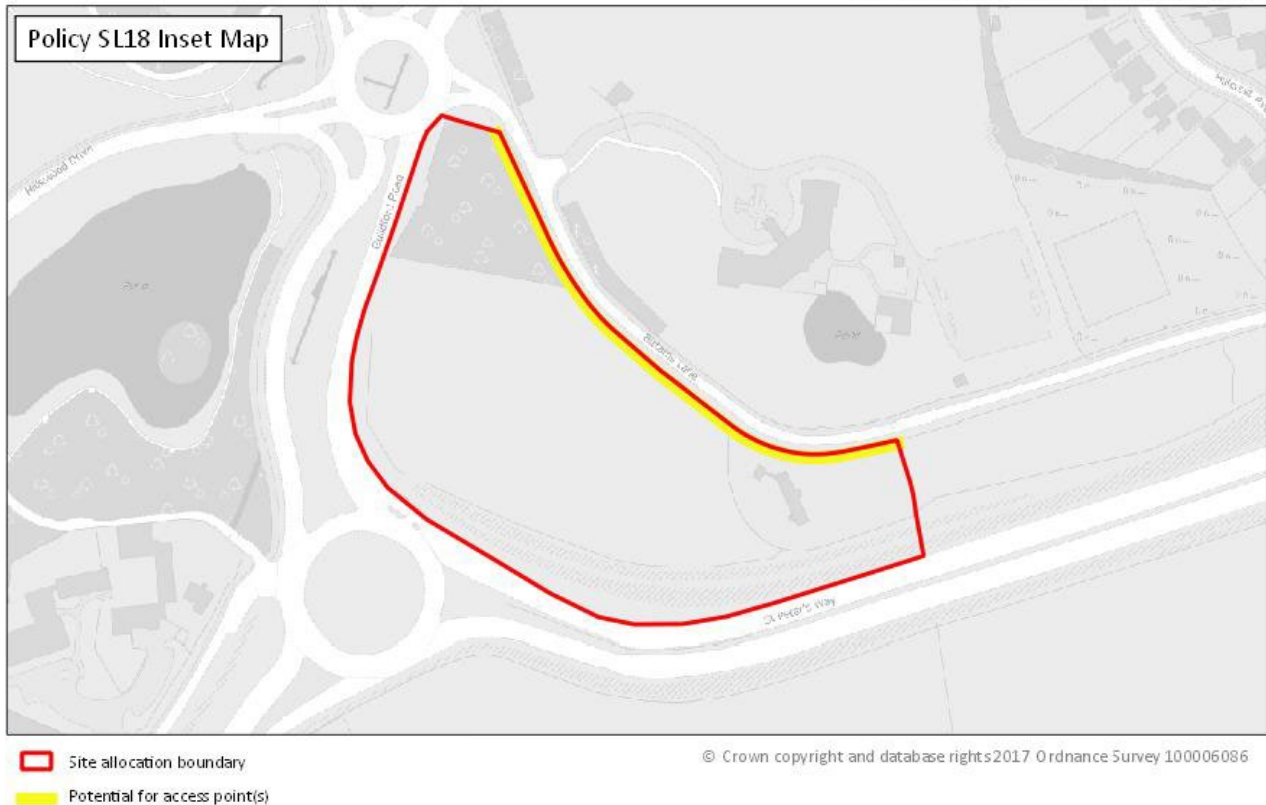
Site ref and name	
<b>Timing</b>	2021-2025 subject to delivery of necessary mitigation on the A320
<b>Development Requirements</b>	
<p>This is a 4.14ha site located in the southwestern corner of the Chertsey South area. Over the period of the Local Plan, the site will deliver a high quality development that will:</p> <ul style="list-style-type: none"> <li>a) Make provision for a minimum of 125 net additional C3 dwellings;</li> <li>b) Incorporate the retention of the existing 93 bed care home on the site;</li> <li>c) Take account of TPO 80 and site boundary vegetation in the design, layout and landscaping of the site; This will need to be demonstrated and implemented through an appropriate landscaping strategy;</li> <li>d) Through the provision of landscaping and boundary vegetation achieve net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;</li> <li>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, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;</li> </ul>	



- 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. Given the expected impact of development at the site on the A320, proportionate financial contributions to deliver relevant mitigation will be required;
- g) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- h) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- i) Contribute towards the improvement of the existing public rights of way network in the locality of the site;
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

## Policy SL18: Housing Allocation at Parcel E, Chertsey Bittams, Chertsey

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site ref and name	
<b>Timing</b>	2023-2026 subject to delivery of necessary mitigation on the A320
<b>Development Requirements</b>	
<p>This is a 3.1ha site located in the southwestern corner of the Chertsey South area. Over the period of the Local Plan, the site will deliver a high quality development that will:</p> <ol style="list-style-type: none"> <li>Make provision for a minimum of 75 net additional C3 dwellings;</li> <li>Take account of TPO 16, 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; This will need to be demonstrated and implemented through an appropriate landscaping strategy;</li> <li>Through the provision of landscaping and boundary vegetation, achieve net gains in biodiversity; This will need to be demonstrated through appropriate habitat/species surveys and implementation of management plans;</li> <li>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, it will be expected that open space provision for children and teenagers will be provided, on site wherever possible;</li> <li>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. Given the expected impact of development at the</li> </ol>	

site on the A320, proportionate financial contributions to deliver relevant mitigation will be required;

- f) Ensure that the Grade II listed Wheelers Green and its setting is maintained and enhanced;
- g) Make a financial contribution(s) towards the provision of early years, primary and secondary school infrastructure either through S106 or CIL (or its successor);
- h) Avoid impact to the Thames Basin Heaths SPA through an approved scheme of mitigation which makes provision for the delivery of SANG and a financial contribution(s) towards SAMM;
- i) 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;
- j) Provide or contribute to any other infrastructure identified at application stage which is necessary to make the site acceptable in planning terms.

In the flood risk assessment submitted at the site, whilst the risk from all types of flooding should be assessed, particular attention will be expected to be paid to the potential for surface water flooding to occur on the site from the A320 and beyond. Mitigation will need to be designed where necessary.

#### **Justification for inclusion of policies SL2-SL18**

6.22 The strategy for future housing delivery seeks to deliver the vision and objectives for the Borough and has been shaped through analysis of the evidence base, consultation, and the SA of options and policies. The Local Plan focuses development on previously developed land in the first instance and supports the regeneration of existing communities, where appropriate. However, in order to assist in meeting the Borough's housing needs, it has been judged appropriate to release sites from the Green Belt and allocate for development as set out in policies SL2 to SL18.

6.23 Policies SL2 to SL18 will help to deliver Local Plan objectives 2 and 11.

## Housing Mix and Size Requirements

- 6.24 The Council's SHMA provides the understanding of housing needs across the HMA, including the need for different types of housing in terms of their size, type and tenure as well as the needs of different groups in the community.
- 6.25 Policy SL20 is concerned with the mix of housing in respect of the market and affordable housing element of developments. This policy aims to ensure that housing development sites deliver a range of (general) housing sizes and types that reflect the needs of the HMA over the plan period taking into account the current housing stock and projected demographic changes.
- 6.26 In negotiating with developers for a mix of housing that reflects the latest assessment, the Council recognises that not all sites will be able to accommodate the full range of housing types and sizes due to location, individual site characteristics or viability. The Council will therefore, take into account the nature and location of the scheme and, in particular, whether there are any genuine reasons why the mix of types sought cannot be delivered in practice.
- 6.27 In terms of size considerations, the Council will expect high quality homes to be delivered over the period of the Local Plan which are designed to ensure sufficient space is available for furniture, activity and movement. The Government has produced a 'nationally described space standard'<sup>16</sup> which local plans can adopt to ensure that homes are designed with sufficient internal space. The standard sets out the minimum acceptable gross internal area in square metres depending on the number of bedrooms, the number of intended occupiers and the number of storeys. The Council has produced a Housing Space Standards document which investigates internal space within new dwellings to establish whether the Government's nationally described space standards need to be used. The document reports that out of 35 units approved in four different schemes, only 6 met or exceeded the requirements of the standards set out by the Government. The nationally described space standard therefore forms part of Policy SL19.

### **Policy SL19: Housing Mix and Size Requirements**

Development proposals of 10 or more (net) additional dwellings will be required to contribute to meeting the Housing Market Area's identified housing needs by generally providing a housing mix as set out in the Strategic Housing Market Assessment or any similar evidence for market and affordable units.

Development proposals which depart significantly from the required mix of housing will only be supported where evidence demonstrates that such a mix would not be feasible or viable.

It will be expected that all new studio, 1, 2 and 3 bedroom residential units (under use class C3) across all tenures will meet with the minimum space standards as set out in the table below.

<sup>16</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/524531/160519\\_Nationally\\_Described\\_Space\\_Standard\\_\\_\\_\\_Final\\_Web\\_version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard____Final_Web_version.pdf)

Minimum gross internal floor areas and storage space expected in new developments (sqm).

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built in storage
1 b	1p	39 (37)*			1.0
	2p	50	58		1.5
2 b	3p	61	70		2.0
	4p	70	79		
3 b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

\* Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39sqm to 37sqm, as shown bracketed.

#### Justification for inclusion of policy

- 6.28 National planning policy requires LPAs to plan for a mix of housing, taking account of local demographic trends, market trends and the needs of different groups in the community, including the elderly and people with disabilities. LPAs should identify the size, type, tenure and range of housing that is required in their area.
- 6.29 The Council's Housing Space Standards Document indicates a clear need for minimum space standards to be introduced for studio, 1, 2 and 3 bedroom residential units.
- 6.30 Policy SL19 will help to deliver Local Plan objectives 2 and 11.

## **Affordable Housing**

- 6.31 The definition of affordable housing includes 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, or other affordable housing routes to home ownership. To be 'affordable', the cost of housing must be low enough for eligible households to afford based on local incomes and house prices.
- 6.32 The 2017 SHMA update reports that the annual level of need for affordable housing in the Borough is 471dpa. This is almost equal to the full housing allocation in this Local Plan of 498 units each year until 2030. Setting a target in relation to need is therefore unrealistic and unlikely to be viable given that the majority of affordable housing will come forward in market schemes. Policy SL20 subsequently seeks to maximise the amount of affordable housing on each qualifying site whilst making sure that housing schemes are deliverable.
- 6.33 The 2017 SHMA includes a 20% uplift in arriving at the OAN figure. This is a market signals adjustment which seeks to address the poor affordability in the Borough, and across the wider HMA and is considered to represent a proportionate response. The Local Plan Viability Assessment recommends that in general on eligible sites, 35% of dwellings can be delivered as affordable housing.
- 6.34 Policy SL20 includes the requirement to provide affordable housing on all sites that result in a net gain of 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.
- 6.35 Whilst the Council's starting point in any affordable housing negotiations is that a scheme is viable at the percentages and tenure splits set out within Policy SL20, the policy recognises that there may be sites on which the provision of affordable housing to the percentages or tenure splits set out, would render a development unviable or would prejudice the realisation of other planning objectives that need to be given priority.
- 6.36 In these circumstances, the applicant will be required to provide a level of on-site affordable provision which can be viably delivered. In doing so, the percentage of on-site provision not met may be made up from financial contributions in lieu of the on-site requirement subject to viability. The Council will normally take into account exceptional site costs and the existing use value of the site but would not consider the price paid for the site to be a relevant factor as this should have taken account of policy requirements. The Council will take an 'open book' approach to negotiation and may require viability assessments to be scrutinised by independent consultants at cost to the developer.
- 6.37 Only where it can be demonstrated that providing any affordable housing on-site is not viable or feasible will the Council consider accepting financial contributions in lieu of on-site provision.
- 6.38 The Council encourages applicants to work with RPs and to engage with them and the Council's housing development service at an early stage in the planning process. The Council has a number of preferred partner RPs and developers are encouraged to work with one of these.
- 6.39 The Council may include further guidance on affordable housing in SPD.

### **Policy SL20: Affordable Housing**

Over the period of the Local Plan the Council will seek to deliver 30% of all net additional dwellings as affordable units of which about 70% will be provided as Affordable/Social Rent and 30% provided as other forms of affordable housing.

Development proposals of 10 or more (net) additional dwellings will be expected to provide 35% of dwellings as affordable units with a tenure split as above 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)<sup>17</sup>.

In seeking affordable housing provision, the Council will have regard to scheme viability and take a negotiated approach to the final percentage of affordable housing delivered and the type and tenure split of affordable units. Where viability evidence demonstrates that the full amount of affordable housing cannot be delivered the Council will negotiate a level of on-site affordable housing that can be delivered taking into account the mix of unit size, type and tenure and any grant subsidy received.

The Council will only accept a financial contribution in lieu of on-site provision where it can be satisfactorily demonstrated that on-site provision is neither feasible nor viable.

Where a site has been sub-divided or is not being developed to its full potential so as to fall under the affordable housing threshold the Council will seek a level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.

Planning obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative affordable housing provision.

The requirement to provide affordable housing will apply to all residential development falling under Use Class C3 with the exception of Gypsy & Traveller Pitches or Travelling Showpeople Plots.

### **Justification for inclusion of policy**

- 6.40 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 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).
- 6.41 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 SL20 has been formulated.
- 6.42 Policy SL20 will help to deliver Local Plan objectives 2 and 11.

---

<sup>17</sup> Unless the requirement for affordable home ownership products is exempted through national planning policy.

## Loss of Housing Units

- 6.43 There is a presumption against the loss of housing units in Runnymede given the constraints faced in the Borough and the difficulty in achieving the OAN of the Borough. However, exceptions may be considered if other policy priorities are met and wider benefits provided such as an increase in affordable housing, housing to meet identified community needs, social, community or cultural facilities or other infrastructure necessary to unlock future development priorities. If loss is proposed to facilitate a social, community or cultural use it will need to be demonstrated to the Council with evidence that the proposed use cannot be accommodated in an existing non-residential use or building, including through co location with other social, community or cultural uses.
- 6.44 There is a requirement for the applicant to first assess the potential for retaining and refurbishing existing buildings. There should be full consideration as to whether existing housing can be improved or converted to a satisfactory standard. Proposals for redevelopment will be assessed for benefits on the balance of the quality of housing provision particularly in respect of design and amenity considerations and the impact on character and the streetscene.
- 6.45 It is recognised that RPs are subject to complex financial regulations and have to address specific needs. Therefore, exceptions to policy may be considered in cases where conversions, reversions or redevelopment will result in affordable units being retained and managed as affordable housing by an RP or similar body, in furtherance of the Council's Housing Strategy.
- 6.46 Development proposals which convert flats back into single family homes may be considered acceptable if it can be demonstrated with appropriate evidence that the property was originally a single dwelling and that the net loss of units will be outweighed by environmental, transport or parking benefits that could not be achieved easily without the reversion. The greater the loss of existing uses, the stronger the justification for an exceptional approach to be taken will need to be.

### **Policy SL21: Presumption against Loss of Residential**

Development proposals should result in no net loss of existing dwellings or land that provides for residential uses, unless a loss can be justified by:

- retention of the residential use would be undesirable due to proven environmental considerations or would prevent the delivery of essential infrastructure projects identified in the Infrastructure Delivery Plan; or
- the development proposal would provide a social, community or cultural service or facility which cannot be located within an existing non-residential use.

Development proposals that would result in the loss of part of an existing unit of residential accommodation will only be permitted subject to the above criteria and where the retained residential accommodation would be of a satisfactory standard in terms of amenity and internal space.



### **Justification for inclusion of policy**

- 6.47 Existing housing is valued highly in the Borough, where land supply is limited due to significant constraints. The housing targets for the Council are already challenging to achieve and any loss of existing units would exacerbate these difficulties.
- 6.48 Policy SL21 will help to deliver Local Plan objectives 2 and 11.

## **Gypsies and Travellers**

- 6.49 The Council's commitment to supporting sustainable communities and addressing housing needs applies not only to the settled community, but to travelling communities as well. The Council as the Local Planning Authority is required to identify the level of need for pitches & plots and allocate sites to meet the permanent and transit accommodation needs of Gypsies, Travellers and Travelling Showpeople.
- 6.50 There are distinct differences between the cultures and ways of life of Gypsies and Travellers and Travelling Showpeople. It is for this reason that Planning Policy for Traveller Sites (PPTS) provides two separate definitions:

Gypsies and Travellers' are:

"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such."

'Travelling Showpeople' are:

"Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above".

- 6.51 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 SL22 and national guidance. The policy criteria respond to the need to ensure that Gypsy, Traveller and Travelling Showpeople sites are accessible and that there are convenient connections to local services, including educational and welfare services. The Council considers that this constitutes the most sustainable and effective method of meeting its OAN.
- 6.52 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.
- 6.53 The GTAA (2018) does not identify a need for transit pitches in the borough. As such, the 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.

## **Policy SL22: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople**

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:

<b>Type</b>	<b>2015-2022</b>	<b>2023-2027</b>	<b>2028-2030</b>
<b>Pitches</b>	71	12	0
<b>Plots</b>	16	2	1

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:

- 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;
- 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.
- 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.

Subject to the criteria below, if a site allocation is required to make on-site provision for traveller 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:

- The alternative site provides for at least the same quantity of provision as required by the relevant allocation policy
- The alternative site is considered as sustainable in regards to access to services, location and size as allocation on site;
- The alternative site complies with the other policies of this Plan, including Green Belt policies; and
- The site can be developed within the timeframe of the housing allocation.

The Council will also be working proactively to bring 48 existing pitches which are authorised for occupation for Gypsies and Travellers but which are not currently being used for this use back into use for Gypsies and Travellers.

Outside the site allocations in this Plan, planning permission for Gypsy and Traveller and Travelling Showpeople accommodation will be granted provided that all of the following criteria are met:

- (i) the site is suitably connected by sustainable and active modes of transport to a settlement with existing health care, retail, and school facilities;
- (ii) the impact of development would not harm landscape character;
- (iii) the site can be safely accessed by pedestrians, vehicles and caravans to and from the highway;
- (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;
- (v) the site can be suitably connected to clean and foul water utilities;
- (vi) all pitches/plots would be able to accommodate the reasonable amenities of the occupiers.

The following criterion applies additionally to Travelling Showpeople accommodation only:

- (vii) in addition to (vi) above, 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.

Due to the nature of this housing need, there will be continuing co-operation with neighbouring Local Planning Authorities to ensure that the appropriate demand is identified and provision made across the wider area.

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 appropriate planning conditions or obligations attached to any planning approval granted. Those obligations will include an appropriate management agreement including measures to secure:

- Phasing of site delivery and trigger points to secure early delivery, proportionate to the site delivery;
- 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;
- A policy for Allocation (to preserve access for those with local connection); and,
- Further to Policy SL20, consideration of delivery of a proportion of the pitches or plots at below market rate, 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.

The loss of authorised pitches and plots for Gypsies, Travellers and Travelling 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.

**Justification for inclusion of policy**

- 6.54 The PPTS requires LPAs to identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their own, locally-set targets. The Council published a Traveller Accommodation Assessment (GTAA) in December 2017 which has identified the need for traveller pitches in the Borough over the period of the Local Plan.
- 6.55 Policy SL22 will help to deliver Local Plan objectives 2 and 11.

## Older People

- 6.56 The SHMA has identified that, given the growth in the older population and the higher levels of disability and health problems amongst older people<sup>18</sup>, there is likely to be an increased requirement for specialist housing in the Borough over the Plan period. However, this provision should provide a range of tenures and types of accommodation that support independence, well-being and inclusion for older people and avoid the development of unbalanced communities which can arise when appropriate options are not provided for all sections of the population.
- 6.57 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.
- 6.58 The commissioning statements produced by Surrey County Council as well as the Strategic Housing Markets Assessment produced by the Council sets out the level of need for such accommodation within the Borough.
- 6.59 Some of the allocated sites<sup>19</sup> 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.
- 6.60 Residential care accommodation should normally be located within settlements where there is easy access to a range of services, e.g. shops, healthcare and social facilities. This should assist non-car access to local facilities for residents and staff and help ensure the facility is accessible for staff and visitors. Applicants may wish to demonstrate local need for residential care provision, having regard to the priorities of the NHS and County Council.

## Students

- 6.61 Of the various educational establishments in the Borough, RHUL is by far the largest, having purpose-built accommodation for students on and off campus. To minimise the pressure on the existing housing stock, it is important that new accommodation is provided to meet the proposed growth in students. By 2031, the College hopes to increase student numbers to 12,000. This will be met by increasing the capacity of university owned accommodation, in halls of residence or purpose-built student accommodation, by 2,650 to 5,580. As such, the percentage of those living in university-owned accommodation would grow from 34% to 46%.

---

<sup>18</sup> As defined in the NPPF.

<sup>19</sup> At Longcross Garden Village and St Peter's Hospital.

- 6.62 Windfall sites in sustainable locations may be suitable for purpose-built student accommodation; however, the Council will resist purpose-built student accommodation in accordance with the criteria contained in Policy SL23.
- 6.63 The Council's housing target includes some provision for future Runnymede-based students opting to live in market housing. Together, these measures should enable RHUL to grow at a sustainable rate whilst limiting the impact on the local housing market.

### **Policy SL23: Accommodating Older Persons and Students**

#### **Older People**

The Council will support proposals for specialist accommodation for older people, including sheltered housing, care homes and other appropriate forms of accommodation 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 readily accessible to public transport, shops, local services, community facilities and social networks for residents, carers and their visitors.

Subject to viability, where accommodation falls within use Class C3 an appropriate proportion of affordable housing in accordance with policy SL20 will be required with the mix of tenures negotiated by the Council having regard to advice from the NHS or Surrey County Council.

#### **Students**

Planning permissions for purpose-built student housing and changes of use subdividing existing buildings for the purpose of student housing will be granted provided that all of the following criteria are met:

- (i) The proposal is supported by evidence of a linkage with one or more higher education institutions in Runnymede, or within a reasonable travelling distance of Runnymede;
- (ii) The proposal is located in an area with easy access to shops, places of work, services and community facilities and sustainable and active modes of travel to the educational institution for which accommodation is provided;
- (iii) The proposal has provided for the specific needs of student housing, including refuse storage, cycle parking and adequate internal space for future occupiers.

The loss of existing, purpose-built student accommodation or older people's accommodation will be resisted unless adequate replacement accommodation is provided or it is demonstrated that the facility no longer caters for current or future needs.

#### **Justification for inclusion of policy**

- 6.64 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 SL23 would help deliver this national policy requirement. Whilst students are not specifically mentioned in paragraph 50 of the NPPF, given the location of a university campus in the Borough, it is considered that students are a relevant group whose needs should be assessed and provision made.

6.65 Policy SL23 will help to deliver Local Plan objectives 2 and 11.



## **Self-Build & Custom Build Housing**

- 6.66 There is a legal responsibility to keep a register of individuals and interested associations of individuals that are seeking a plot of land to construct a self or custom build house as a sole or main residence. The Council will have regard to the information on the register when carrying out its Planning, Housing, and land disposal functions.
- 6.67 Self-build plots are plots of land which are made available for individuals to design and build their own home whereas custom build plots are provided by site developers to the specification of individuals which may or may not follow a basic design pattern.
- 6.68 To assist in the delivery of a choice of accommodation, 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. 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.
- 6.69 On development schemes of 50 or more homes where self-build and/or custom build homes are proposed, the delivery 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.

### **Policy SL24: Self & Custom Build Housing**

Proposals for custom and self-build housing in the Borough are encouraged and will be approved in suitable, sustainable locations.

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.

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.

On sites where self and custom build plots are to be provided, 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.

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.

### **Justification for inclusion of policy**

- 6.70 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 SL24 would help deliver this national policy requirement.
- 6.71 Policy SL24 will help to deliver Local Plan objectives 2 and 11.

## Open Spaces

6.72 It is widely acknowledged that access to high quality open spaces and leisure facilities can make an important contribution to health and wellbeing for both individuals and wider communities. Open spaces are used for recreation, relaxation and social interaction and are an important resource for the community. Open spaces are also an important part of the wider Green Infrastructure network which supports biodiversity and wildlife habitats. The following classifications of open space form part of the Borough's extensive Green Infrastructure network and are highlighted within the Open Space Study (OSS) 2016:

- Parks and Gardens
- Natural and Semi-Natural green spaces including woodlands
- Green Corridors
- Outdoor Sports Facilities
- Amenity Green Space
- Provision for Children and Teenagers
- Allotment, Community Gardens and City (urban) Farms
- Cemeteries and Churchyards
- Civic Squares and Spaces

6.73 Runnymede has a number of highly valued parks and open spaces which provide a range of play and leisure opportunities. These include a mix of informal play spaces to more formal open spaces such as Chertsey Meads, Windsor Great Park and Virginia Water Lake. These formal open spaces not only help to improve the environment in which people live, work and play in the Borough of Runnymede but also help to enhance the visitor economy.

6.74 The NPPF states that planning policies should protect and enhance public rights of way and access. SCC is responsible for the management and maintenance of rights of way and therefore there is no Local Plan policy regarding this. However, the protection and enhancement of physical access to open space including Public Rights of Way, is supported by the Council.

6.75 Significant housing growth is anticipated in the Borough during the Plan period and planning has a role to play in ensuring the right balance of development is achieved to meet the growth needs identified whilst protecting open spaces as a resource for communities.

### **Policy SL25: Existing Open Space**

The Council will seek to protect, maintain, and where possible, enhance existing open spaces to encourage quality and accessibility improvements in order to ensure a continued contribution to the health and well-being of local communities.

The Council will not permit the loss or displacement of existing open space to other uses unless it can be demonstrated, through up-to-date and robust evidence, that:

- a) There is a proven surplus of provision and the site is no longer needed, or is unlikely to be required in the future; or

- b) The benefit of the development to the community outweighs the harm caused by the loss of the facility; or
- c) An alternative facility of an equal quantity and quality or higher standard will be provided in at least an equally convenient and accessible location to serve the same local community. The local accessibility standards highlighted within the most up-to-date Open Space Study at the time of any planning application should be relied upon to support any arguments advanced.

Developments which look to maintain or increase the quality of open spaces, in particular natural and semi natural spaces, to provide an improved environment for wildlife and to achieve recreation enhancements for the community, will be welcomed.

### **Justification for inclusion of policy**

- 6.76 Paragraph 73 of the NPPF requires that planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and provide opportunities for new provision. Assessment should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. This information should be used to determine what provision is required in the area.
- 6.77 Additionally, it is stated in paragraph 73 that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.
- 6.78 Paragraph 74 of the NPPF states that existing open space, sports and recreation sites, including playing fields, should not be built on. The paragraph goes on to explain exceptions to the above statement.
- 6.79 The OSS 2016 has identified the supply and quality of open space across the Borough, including type and location. Policy SL25 has been written in line with the findings and recommendations from the OSS.
- 6.80 Policy SL25 will help to deliver Local Plan objective 10.

### **Policy SL26: New Open Space**

The Council will require residential developments of 20 dwellings (net) or more to provide new or enhanced provision of open space in accordance with the standards set out below:

- 1.6 hectares per 1000 population for outdoor sports facilities
- 0.8 hectares per 1000 population for provision for children and teenagers
- At least 20 standard size allotment plots (250sq metres per plot in size) per 1000 households or where this is not possible, provision of an alternative such as community gardens or similar.

As a minimum, development should not increase existing deficiencies of open space in the Borough as informed by the most up-to-date Open Space Study.

Development proposals, including sites allocated in this Plan, should aim to incorporate the required amount of open space as set out in this Policy, however the Council will negotiate on a site by site basis the type of Open Space provision where other typologies may be more appropriate or desirable having regard to the most up to date Open Space Study.

It may not be possible to make on-site provision for open space. Where it has been demonstrated that it is not feasible or viable to provide on-site provision, off site financial contributions to improve the quality of existing Council owned open spaces within a reasonable proximity to the development site as highlighted by the most up to date local accessibility standards will be considered as mitigation.

### **Justification for inclusion of policy**

- 6.81 The NPPF, paragraph 73, states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreation facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.
- 6.82 The OSS 2016 has identified that against national standards, there are shortages of the following open spaces in Runnymede: outdoor sports facilities; provision for children and teenagers; and allotments. The introduction of a policy mechanism to ensure provision of these open spaces across the Borough over the period of the Local Plan is therefore justified.
- 6.83 Policy SL26 will help to deliver Local Plan objectives 4 and 10.

### Local Green Spaces

- 6.84 The Council has undertaken a Local Green Space Assessment (LGSA), to identify potential Local Green Space's (LGS) in Runnymede in consultation with the local community. As a result of this assessment, the following LGSs have been designated:
- Arboretum at Royal Holloway University of London
  - Chertsey Library Grounds
  - Frank Muir Memorial Field
  - Gogmore Park Farm
  - Hythe Park
  - Walnut Tree Gardens
  - Walton Leigh Recreation Ground
- 6.85 Runnymede Borough Council will support local communities through any NDPs that are prepared – to assess and, where necessary, identify and protect LGS of particular importance to them.

### **Policy SL27: Local Green Space**

The Council will give special protection to sites designated as Local Green Space as shown on the Policies Map. Within a designated Local Green Space development will not be permitted other than development which supports the use of the Local Green Space or where very special circumstances can be demonstrated and which outweigh the harm to the Local Green Space.

#### **Justification for inclusion of policy**

- 6.86 The NPPF recognises that local communities should be able to identify green areas of particular importance to them, known as LGSs for special protection. By designating land as LGS, local communities will be able to rule out new development other than in very special circumstances.
- 6.87 The NPPF states that LGSs should only be designated when a plan is prepared or reviewed and be capable of enduring beyond the end of the plan period.
- 6.88 Policy SL27 will help to deliver Local Plan Objective 10.

#### Playing Pitches

### **Policy SL28: Playing Pitches**

The Council will not permit the loss or displacement of existing playing pitches and/or playing fields to other uses unless it can be demonstrated, through up-to-date and robust evidence, that:

- a) There is a proven surplus of provision and the site is no longer needed, or is unlikely to be required over the lifetime of the plan; or
- b) The benefit of the proposed development to the community, with regard to sport, health and wellbeing outweighs the harm caused by the loss of the facility; or
- c) A replacement playing pitch of an equal quantity and quality or higher standard will be provided in at least an equally convenient and accessible location to serve the same local community to be guided by the Council's Playing Pitch Strategy. In exceptional circumstances, where it has been demonstrated that on site provision is not feasible or viable, off site financial contributions may be considered acceptable.

Provision and enhancement of outdoor sports pitch requirements (grass and artificial) will be guided by the Council's Playing Pitch Strategy.

#### **Justification for inclusion of policy**

- 6.89 The NPPF, paragraph 73, states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-

date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreation facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreational provision is required.

- 6.90 Paragraph 74 of the NPPF states that existing open space, sports and recreation sites, including playing fields, should not be built on. The paragraph goes on to explain exceptions to the above statement.
- 6.91 The Playing Pitch Strategy 2018 will provide a robust and up to date assessment of the need for playing pitches in Runnymede and opportunities for new provision.
- 6.92 Policy SL28 will help to deliver Local Plan Objective 10.

## 7. Enhancing the Environment

### Design

- 7.1 A high quality built environment, whether through individual buildings or the way that places function and interact with people can have a vital role to play in the health and well-being of Runnymede's residents. As such, it is important for the design of development not just to consider how an individual building will look in its surroundings but also the impacts of development on the wider townscape and landscape including its natural, built and historic aspects.
- 7.2 Whilst the NPPF sets out that planning policies should not attempt to impose architectural styles or particular tastes and should not stifle innovation and avoid unnecessary detail, they can seek to promote or reinforce distinctiveness and consider the use of design codes to guide development.
- 7.3 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 is also preparing a Design SPD for the whole of Runnymede Borough which when adopted will support the implementation of Policy EE1 and other policies in the plan where they have a design implication.
- 7.4 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.
- 7.5 The Council recognises the varied role that trees and other vegetation can play within the built and natural environment, enhancing the public realm of urban areas, contributing to character, supporting the health and wellbeing of residents and protecting biodiversity. As such, development proposals will need to consider the impact on existing trees and other vegetation and should include measures to enhance their role through retention, additional or replacement planting.
- 7.6 Runnymede also considers that good design is as applicable to those areas within the Green Belt as to those in its urban areas. The design policies therefore apply just as equally to areas within the Green Belt to areas within in its urban centres.

#### **Policy EE1: Townscape and Landscape Quality**

Whether within the Borough's urban areas or Green Belt, all development proposals will be expected to achieve high quality and inclusive design which responds to the local context including the built, natural and historic character of the area while making efficient use of land. In particular, development proposals will be supported where they:

- Create attractive and resilient places which make a positive contribution to the Borough's townscape, public realm and/or landscape 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;

- 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 and accessible connections between people and places for pedestrian and cycling movement and access to public transport, local facilities, green and blue infrastructure;
- Contribute to and enhance the quality of the public realm and/or landscape setting through high quality and inclusive hard and soft landscaping schemes. This will be demonstrated and implemented through an appropriate landscaping strategy which takes account of existing and proposed townscape/landscape character and features;
- Ensure no adverse impact on the amenities of occupiers of the development proposed or to neighbouring property or uses and provide an appropriate standard of private amenity space.

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.

#### **Justification for inclusion of policy**

- 7.7 The NPPF sets out that the Government attaches great importance to the design of the built environment with good design a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people. The NPPF also sets out that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.
- 7.8 The Council's evidence on the built and natural environment demonstrates a variety of character in and around the borough from its urban areas to its landscape character. As such, to ensure that development enhances its impact on the built environment and landscape character a general policy to guide the design of new development is justified.
- 7.9 Policy EE1 will help to deliver Local Plan objectives 1, 10 and 11.

## Environmental Protection

- 7.10 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. Existing businesses and community facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

### Air Quality

- 7.11 The Ambient Air Quality Directive (2008) sets out limits for concentrations in outdoor air for a range of air pollutants that impact human health. Whilst there is no legal obligation on local authorities to achieve prescribed air quality objectives, Part IV of The Environment Act 1995 requires Local Authorities to review and assess local air quality against the standards and objectives in the governments Air Quality Strategy<sup>20</sup>. Air quality in Runnymede is generally good, although the Council has designated two AQMAs in the Borough, one along the entire stretch of the M25 motorway as it passes through Runnymede and extended into the Vicarage Road area of Egham and the other centred around the 4 way traffic lights in Addlestone Town Centre at Brighton Road/Church Road/Station Road/High Street. A 'Watching Brief' is also being kept at the junction of Weir Road/Bridge Street, Chertsey. The LTP3 updated in 2016 also contains an Air Quality Strategy with objectives to incorporate physical transport measures, agree supporting smarter travel choices and to consider air quality impacts when identifying and assessing transport measures.
- 7.12 The Runnymede Air Quality Action Plan<sup>21</sup> sets out a number of measures for improving air quality in the Borough including consideration of planning applications near to or within designated AQMA's and ensuring suitable measures are adopted in relation to air quality.
- 7.13 The most feasible actions include requiring certain types of development to undertake an Air Quality Assessment if it is likely to cause a deterioration in local air quality or is within or near to an AQMA.
- 7.14 Along with emissions which affect air quality objectives, development can also give rise to odour, fumes and dust predominantly from commercial activities, food preparation and agricultural/equestrian uses as well as through demolition and construction at development sites and suspended road dust. Best practice will need to be followed in the siting and design of extract flues and chimneys or agricultural/equestrian muck heaps to mitigate or minimise impacts from odour and fumes. Controls within construction management plans will be required as necessary.

### Noise

- 7.15 Noise can arise from a variety of sources including road, rail and aircraft movements, commercial and industrial activities, construction activities, outdoor sports & entertainment premises and have the potential to adversely affect health and quality of life.

---

<sup>20</sup> The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)

<sup>21</sup> Runnymede Air Quality Strategy (2014) RBC. Available at: <https://www.runnymede.gov.uk/article/5755/Air-quality>

- 7.16 Areas of Runnymede are affected by road and rail traffic noise, especially areas in close proximity to rail lines and the M3 and M25 motorways and other classified highways. Areas within Englefield Green and Egham to the north of the Borough are also affected by aircraft noise given their proximity to Heathrow Airport.
- 7.17 The Government's Noise Policy Statement (NPSE) for England sets out the importance of promoting good health and quality of life through the effective management of noise in relation to sustainable development.
- 7.18 The PPG Note on Noise also sets out a noise exposure hierarchy of when action including mitigation, avoidance or prevention is likely to be required where external noise impacts exceed the Lowest Observed Adverse Effect Level (LOAEL) or the Significant Observed Adverse Effect Level (SOAEL).
- 7.19 In determining whether a proposal is likely to have an adverse impact to or from external ambient noise levels, the Council will have regard to international and national standards and guidance in setting values for LOAEL and SOAEL in line with the NSPE and will set these out in further planning guidance such as SPD. The Council also expects development proposals to be served by high quality external public and/or private amenity space which can offer areas of relative tranquillity or respite to areas with high ambient noise levels.
- 7.20 In residential development, mitigation measures to reduce noise levels to achieve internal noise standards often involves having shut windows. This can lead to issues of overheating due to a lack of natural ventilation unless occupants are prepared to be subjected to adverse noise levels. Development proposals should aim to avoid these situations at the outset through their layout and design. However, if this is not feasible alternative forms of ventilation should be provided so that an occupant can choose to keep the noise out whilst having sufficient ventilation when windows are closed, especially to bedroom areas. Where mechanical ventilation is required, care will need to be taken to ensure its siting and design complies with noise standards.

#### Land Contamination

- 7.21 Runnymede has been subject to exploitation of its natural gravel and sand deposits for many years, with empty voids arising from mineral extraction mainly utilised by land-filling, with domestic and inert commercial wastes. There are also numerous sites with historic industrial uses within the Borough, including former small-scale foundries, old gas works sites and chemical works.
- 7.22 Contaminated land in Runnymede has, to date, been dealt with predominantly through the development management process. The potential for land to be contaminated is a material planning consideration and as such development proposals will need to satisfy the Council that potentially contaminated land has been investigated and, if necessary, remediated to the point where it would not meet the definition of statutory contaminated land.

#### Light

- 7.23 Artificial light sources can range from street lighting, illuminated advertisements and floodlighting for outdoor activities as well as security lighting for individual properties and premises.

- 7.24 Poorly designed lighting schemes and advertisements can lead to light spillage and glare to neighbouring property affecting general amenity, health and well-being as well as impacting on dark skies, nature conservation objectives and public safety.

### Construction

- 7.25 During the construction phase of development, including any demolition, it may be necessary to require protection of the local environment from impacts such as dust, fumes, noise, construction traffic, hazardous materials etc. In this respect the Council may use planning conditions to ensure implementation of Construction Management Plans or Construction Environmental Management Plans where appropriate.

#### **Policy EE2: Environmental Protection**

Any report or assessment required by this policy will be expected to be written in line with best practice guidance or advice.

#### **Air Quality**

Development proposals which may give rise to adverse impacts on air quality including sources of odour or fumes or which may place sensitive receptors in areas exceeding adopted air quality standards, or in close proximity to existing sources of odour will be expected to be accompanied by an air quality assessment or odour impact study.. Where the air quality assessment or odour impact study shows that proposed development, either individually or cumulatively, will have an adverse impact on air quality, sensitive receptors, the natural environment or amenity, planning permission will only be granted where abatement or mitigation measures to reduce impacts to acceptable levels can be secured and implemented.

#### **Noise**

Development proposals resulting in or being subject to external noise impacts above Lowest Observed Adverse Effect Level will be expected to implement measures to mitigate and reduce noise impacts to a minimum.

Development proposals resulting in or being subject to external noise impacts above Significant Observed Adverse Effect Level will not be supported unless it can be clearly demonstrated that the social and economic benefits of the proposal outweigh noise impacts and unless the scheme's design and layout has been optimised to avoid, mitigate and reduce impacts to a minimum.

Proposals which have or would be subject to unacceptable adverse effects will not be supported.

Proposals will need to consider the effects of external noise on outside amenity and where possible incorporate opportunities to create areas of relative tranquillity or areas which offer respite from high ambient noise levels.

In considering measures to avoid, mitigate and reduce noise impacts, proposals will need to consider the basic principles of noise control:

- Separate noise sources from sensitive receptors;
- Control the noise at source; and
- Protect the receptor.

For all proposals resulting in or being subject to external noise impacts above Lowest Observed Adverse Effect Level, a noise or acoustic assessment will need to be submitted which demonstrates the avoidance, mitigation or reduction measures identified are the most appropriate and capable of implementation.

### **Land Contamination**

Development proposals on land which is suspected of being affected by historic or current land contamination will be required to investigate the nature and risk of the contamination both to the development proposal and to the wider environment. Where contamination is revealed, the applicant will be required to submit and implement a scheme of remediation which demonstrates that the land and where necessary groundwater will be remediated to the point where it no longer meets the definition of statutory contaminated land.

### **Light**

The Council will expect lighting schemes, whether as proposals on their own or as part of a wider redevelopment to be well-designed, focussing on avoiding impact on local amenity, wildlife, public safety and their prominence within and from the surrounding townscape/landscape.

Schemes should be designed to industry standards and not exceed the minimum light levels necessary for their purpose and not spill beyond the area intended for illumination.

### **Integrating Development with Existing Uses**

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, or where its operation could have a significant adverse effect on the proposed development (including changes of use), the applicant will be required to demonstrate at application stage that effective mitigation can be secured and implemented prior to completion of that development or a phase of that development.

### **Construction Management**

The Local Planning Authority may also place conditions on any permission granted requiring the submission and implementation of a Construction Management Plan or Construction Environmental Management Plan prior to the commencement of development.

## **Justification for inclusion of policy**

- 7.26 Paragraph 109 of the NPPF sets out that planning should enhance the natural and local environment through preventing new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land where appropriate.
- 7.27 Paragraph 110 of the NPPF states that Local Plans should minimise pollution, and paragraph 120 aims to prevent unacceptable risks. It states that new development

should be appropriate to its location and the potential sensitivity of the area or proposed development to adverse effects from pollution, taken into account.

7.28 The Borough of Runnymede contains a number of potential sources of pollution which could lead to risks to human health and the natural environment and as such a policy on environmental protection is justified. This will ensure that proper account is taken to the health and well-being of existing and new residents of the borough as well as protection of the natural environment.

7.29 Policy EE2 will help to deliver Local Plan objectives 1 and 7.

## Heritage

7.30 A heritage asset is defined in Annex 2 of the NPPF as:

*'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).'*

7.31 Significance (for heritage policy) is defined in the Annex as:

*"The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting"*

7.32 The historic environment is central to the local identity of Runnymede, and comprises a range of both designated and non-designated heritage assets including a number of nationally and locally listed buildings, registered parks and gardens, scheduled monuments, conservation areas, County sites of Archaeological Importance (CSAIs), Areas of High Archaeological Potential (AHAPs) and a number of historically significant sites including Fort Belvedere, the Commonwealth Air Forces Memorial, Chertsey Abbey and the Runnymede Meadows.

7.33 This historic environment is an important factor in making Runnymede unique, contributing to the character, distinctiveness and cultural heritage of the Borough and playing an important role in the Council's commitment to improving the quality of life enjoyed by its residents as well as supporting tourism and recreation and green infrastructure objectives. Heritage assets are a finite resource and an irreplaceable asset and there is a general presumption in favour of their preservation. The contribution the Borough's heritage assets make to the character of the townscape and/or landscape should be protected in order to sustain the historic quality, sense of place, environmental quality and economic vibrancy.

7.34 The Council must have 'special regard' to the protection of listed buildings and their settings and afford them considerable weight in determining if a proposal is acceptable. Notwithstanding this requirement, all new development should seek to conserve and enhance existing heritage assets within the Borough, including undesignated heritage assets. Securing high quality design is important and new developments should protect existing local character and respect the massing and scale of existing buildings.

7.35 The setting of a heritage asset is not purely a visual concept. The NPPF describes the setting of a heritage asset as the surroundings in which an asset is experienced. Heritage assets can therefore be harmed by development in their settings without there necessarily being any visual impact; other environmental factors can influence the way an asset is experienced in its setting, Buildings that are in close proximity but not visible from each other may also have a connection which forms part of their setting. The importance of a setting therefore lies in what it contributes to the significance of the heritage asset.

7.36 The consideration of a heritage asset has to be proportionate to its significance and an appropriate balance should be achieved. Where enabling development is proposed it should be demonstrated that such development is necessary to secure the long-term use or protection of the heritage asset and demonstrate that the benefits of the scheme outweigh the harm of allowing development which would otherwise be unacceptable in policy terms.

- 7.37 Conservation is an active process of maintenance and managing change to ensure that the significance of heritage assets is sustained. The Council will encourage proposals which allow heritage assets to remain in active use that is consistent with their conservation.
- 7.38 Conserving heritage assets is not just about conserving the physical or architectural character, but just as importantly it is about conserving their social and/or cultural significance. The acceptability of a proposal is based on a judgement taking all factors into account; it is not simply a visual process.
- 7.39 It is important that development both within and outside the Borough's designated Conservation Areas does not adversely affect their special interest, character or appearance by the introduction of incongruous layouts or forms of development, or development out of scale with the surroundings impacting on important views and groups of buildings from inside and outside the Conservation Area boundary. The use of illuminated signs within and outside of Conservation Areas can be a particular issue.
- 7.40 Runnymede is particularly well endowed with important historic parks and gardens, having 6 which are either Grade I or Grade II\*. It is important that this aspect of the Borough's heritage is more widely appreciated and efforts are made to ensure that these valuable historic features are effectively protected. Historic Parks and Gardens can be harmed by insensitive development, including harmful development affecting their setting. The subdivision of these areas can also be particularly harmful to their historic character. One of these assets, Woburn Farm, is currently on the Heritage at Risk Register which is maintained by Historic England, and it is important to ensure that no further fragmentation of this landscape takes place.
- 7.41 Runnymede also has a rich archaeological heritage, especially near the Thames and the site of Chertsey Abbey and St. Ann's Hill. SCC has identified Sites of Archaeological Importance in the Borough, sites which have irreplaceable evidence of the area's pre-history and history and wherever possible these should be preserved and properly maintained and interpreted in order to maximise their value. There are also many sites in Runnymede with archaeological potential.
- 7.42 The NPPF requires LPAs to either maintain or have access to an Historic Environment Record (HER). The Surrey HER is held and managed by SCC and is an index of all known heritage assets within the county. Non-designated heritage assets are locally important heritage assets which may have a strong local affinity. PPG suggests that local lists incorporated into Local Plans can be a positive way for the local planning authority to identify non-designated heritage assets against consistent criteria. In the case of buildings, their significance should be assessed against published criteria. The requirement in the NPPF for LPAs to have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to the environment is applicable to non-designated heritage assets as well as designated assets.
- 7.43 Many heritage assets in Runnymede which do not currently meet national criteria for statutory listing are nevertheless of local importance and are therefore worthy of protection and conservation. The Surrey HER which is maintained by SCC is an important source of information regarding non-designated assets in the Borough. In particular assets which are notable in terms of local character and distinctiveness are of great importance, for example assets associated with Chertsey Abbey and with the Basingstoke canal and River Wey Navigation.



### **Policy EE3: Strategic Heritage Policy**

Development that affects Runnymede's heritage assets should be designed to protect, conserve and enhance the significance and value of these assets and their settings in accordance with national legislation, policy and guidance and any supplementary planning documents which the council may produce. The historic environment in Runnymede includes the following heritage assets:

- Listed Buildings
- Conservation Areas
- Parks and Gardens of Special Historic Interest
- Scheduled Monuments
- County Sites of Archaeological Importance and Areas of High Archaeological Potential
- Locally Listed Buildings and other non-designated locally significant assets

Development proposals likely to affect the significance of a heritage asset, including the contribution made by its setting, should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed. As a minimum the Surrey Historic Environment Record should be consulted. Where there is potential for heritage assets with archaeological interest to be affected, this description should be informed by available evidence, desk-based assessment and, where appropriate, field evaluation to establish the significance of known or potential heritage assets.

The sympathetic and creative reuse and adaptation of heritage assets which provide a sustainable future for a heritage asset will be encouraged, where the proposed new use is consistent with conservation of the asset. The delivery of enabling development within the setting of heritage assets which make a positive contribution to, or better reveal the significance of the heritage assets will be encouraged.

The total loss of a designated heritage asset will be exceptional. Where a material change to, or the whole or partial loss of, a heritage asset has been approved through the Development Management process, recording and interpretation shall be undertaken prior to and during the course of implementation of the works to document and understand the asset's archaeological, architectural, artistic, cultural or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through Surrey's Historic Environment Record and where appropriate at the asset itself through on-site interpretation or use of a public depository.

The council will seek to avoid heritage assets becoming 'at risk' in the future. Where evidence of neglect is reported, or becomes apparent, the council will make contact with owners to draw their attention to the risks to their property, suggest appropriate measures and find out their plans for maintenance and reuse. The council will seek to facilitate the bringing back into appropriate use of any vacant heritage assets (listed buildings and buildings in conservation areas), in order to minimise future risks to the significance of the building.

### **Justification for inclusion of policy**

7.44 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it.

7.45 Policy EE3 will help to deliver Local Plan objectives 8 and 10.

#### **Policy EE4: Listed Buildings**

The Council will support appropriate development which seeks to maintain, sustain and enhance the significance and special architectural and historic interest of Listed Buildings in the Borough.

Considerable weight will be given to the protection of a listed building and its setting. Development of a listed building, or development within the curtilage or within the vicinity of a listed building or structure, should preserve and/or enhance its setting and any features of special architectural or historical interest which it possesses. The historic fabric and any features of architectural or historic interest should be retained in situ and repaired rather than replaced wherever possible. Proposals should not adversely affect the listed building or its setting by virtue of design, scale, materials, or proximity or impact on views or other relevant aspects of the historic building fabric.

The change of use of part, or the whole, of a Listed Building will be supported provided that its setting, character and features of special architectural or historic interest would be preserved and/or enhanced, Consideration will be given to the long-term preservation that might be secured through a more viable use.

Development which would cause substantial harm to or loss of a listed building (including curtilage buildings), including total or partial demolition, will be permitted only in exceptional circumstances. The Council will consider the following matters when determining such applications:

- The nature of the listed building prevents all reasonable use of the site, no viable use of the listed building can be found through appropriate marketing that will enable its conservation and it can be demonstrated that charitable or public funding/ownership is not available to enable its conservation;
- Any harm or loss is outweighed by the benefits of bringing the site back into use.

In such cases, consideration will be given to the asset's significance.

### **Justification for inclusion of policy**

7.46 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it.

7.47 Policy EE4 will help to deliver Local Plan objective 8.

### **Policy EE5: Conservation Areas**

Development within or affecting the setting of a Conservation Area, including views in or out, should protect, conserve, and wherever possible enhance, the special interest, character and appearance of the Conservation Area.

Proposals for all new development, including alterations, extensions, renovation or change of use of existing buildings, construction of new buildings, advertisements, engineering operations, hard surfacing, means of enclosure, including gates, fences and walls and the addition of energy efficiency and renewable energy technologies will be required to:

- Preserve and where possible enhance the existing historic fabric and features of the Conservation Area that contribute to its special interest, character and appearance;
- Respect the existing local context and established character, with reference to existing building layouts, plot and frontage sizes, form, height, depth, scale, massing of existing buildings, spacing between existing buildings, established street layouts, materials, architectural and landscape features including historically significant boundaries and building lines, and be in keeping with the character and appearance of the conservation area;
- In the case of new development, make a positive contribution to local character and distinctiveness.

Wherever possible shop-fronts of architectural or historical value should be retained. Proposals for replacement shop-fronts and signage, or alterations to existing shop-fronts should respect the character, scale, proportion and materials of the existing building and protect and enhance the special interest, character and appearance of the Conservation Area. Signs above ground floor level, internally illuminated signs and external shutters will be resisted.

Proposals to demolish existing non-listed buildings and/or structures will be assessed against the contribution the existing building or structure makes to the significance of the Conservation Area including its special interest, character, and appearance, and the merits of any proposed replacement development. The opportunity to remove unsightly features or buildings which detract from the character or appearance of the Conservation Area will be encouraged. Where substantial harm would be caused to a Conservation Area's significance, the demolition of the existing building will be resisted unless exceptional circumstances or substantial public benefits outweighing any harm to the Conservation Area can be demonstrated. Where less than substantial harm would be caused by the demolition or partial demolition or alteration of a non-listed building, any public benefit caused to the overall character of the conservation area will be assessed as part of the pre-determination balancing exercise.

A full planning application, as opposed to an outline planning application will be required to be submitted for proposed development in a Conservation Area, and this application must include contextual elevational drawings which illustrate any effects on neighbouring buildings, and demonstrate which elements of the streetscape have influenced the scheme design.

As resources permit the Council will deliver a programme of review of the Borough's seven conservation areas in accordance with its statutory duty. These reviews will consider the designation of the Conservation Areas and their extent and make recommendations as necessary. They will culminate in a management plan for continued protection and enhancement of each conservation area. Other areas will be considered for conservation area designation if and when appropriate.

The Council will seek to protect existing trees which make a positive contribution to the character and local distinctiveness of the Conservation Area. New development proposals will be required to provide high quality landscaping schemes which protect and enhance the character and appearance of the Conservation Area.

In considering applications for work on existing trees within Conservation Areas, the Council will require good arboricultural management to ensure that the impact of the proposed works on tree health and amenity value is reasonable and justified. Tree Preservation Orders will be created to protect trees or groups of trees of significance, where inappropriate and damaging works are proposed.

#### **Justification for inclusion of policy**

7.48 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it.

7.49 Policy EE5 will help to deliver Local Plan objective 8 and 11.

#### **Policy EE6: Parks and Gardens of Special Historic Interest**

Proposals for development within, affecting the setting of, or conspicuous from a registered park or garden will be required to:

- Protect, conserve and where appropriate enhance the significance, character and appearance of the Park or Garden, including its setting and any special historic features;
- Avoid subdivision resulting in new boundaries, land uses and development which fails to protect the special historical significance of the park or garden;
- Conserve and restore existing, or where possible reinstate lost features of historic or architectural interest and/or significance, including existing trees and planting, other forms of distinctive or historic landscaping and garden features which contribute to the significance and special historic interest of the park or garden;
- Where the Council considers it relevant, development proposals should be accompanied by an appropriate Management Plan to secure the long-term conservation of the park or garden.

### **Justification for inclusion of policy**

7.50 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it.

7.51 Policy EE6 will help to deliver Local Plan objective 8 and 10.

#### **Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)**

Proposals for development will be required to conserve, and where appropriate, enhance the significance, historic features and importance of Scheduled Monuments and County Sites of Archaeological Importance and their settings. Proposals which improve public access to, or the understanding of, a Scheduled Monument or County Sites of Archaeological Importance in a manner consistent with its conservation, will be supported.

Development that adversely affects the physical survival, setting or overall heritage significance of any element of a Scheduled Monument or County Sites of Archaeological Importance or their settings will be resisted.

An archaeological assessment, and where appropriate the results of a site evaluation (and, should remains have been identified, an accompanying archaeological mitigation strategy) will be required to accompany a planning application for:

- Proposals for development on sites which affect, or have the potential to affect, Scheduled Monuments;
- Proposals for development on sites which affect, or have the potential to affect, County Sites of Archaeological Importance or Areas of High Archaeological Potential;
- Proposals for development on all other sites which exceed 0.4ha in size.

Where archaeological finds are identified the first consideration will be in situ preservation. Where it can be demonstrated to the satisfaction of the Council that this is not feasible, the Council will require adequate excavation and an accurate record to be made of any archaeological remains which will be destroyed and the results to be made publicly accessible via the publication and archiving of any material recovered.

### **Justification for inclusion of policy**

7.52 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it.

7.53 Policy EE7 will help to deliver Local Plan objective 8.

### **Policy EE8: Locally Listed and other Non-Designated Heritage Assets**

The Council will develop and maintain an up to date list of non-designated heritage assets of local architectural or historic interest. This list will include where appropriate the identification of potential opportunities for active preservation.

Development will be required to preserve the character and significance of locally listed and other non-designated heritage assets, their setting and any features of architectural or historic interest. The historic landscape of the Borough should be respected, taking into account locally distinctive settlement patterns, hedgerows, woodlands and canals.

Proposals for the demolition of a locally listed heritage asset, and/or the loss or removal of important features of character will be assessed in the light of their significance and the degree of harm or loss.

Proposals which would secure the repair and use of a locally listed or other non-designated heritage asset in a manner consistent with its conservation and which would retain features of architectural or historic value will be supported.

Non-designated heritage assets of archaeological interest which are considered to have significance equivalent to that of designated assets will be subject to policy EE7.

### **Justification for inclusion of policy**

- 7.54 The NPPF recognises that heritage assets are irreplaceable resources and requires Local Authorities to maintain and strengthen their commitment to stewardship of the historic environment, and to adopt suitable policies to protect it. Policy EE8 will help to deliver Local Plan objective 8.

## Natural Environment

- 7.55 Biodiversity is a means of quantifying the natural environment, which surrounds us everywhere, and is connected to many aspects of everyday life. Biodiversity can be described as the richness and variety of living things which exist in a given area. Biodiversity and geodiversity (the diversity of geological sites) is not just confined to identified and protected sites.
- 7.56 Over the last 50 years, there have been acute declines in a number of species, which has resulted in many cases of local extinction, linked largely to loss of habitat. The causative factors behind this loss of natural habitat and species include climate change, the expansion of the built environment and the way important habitats are managed.
- 7.57 It is therefore important to conserve and enhance natural habitats, which are key to protecting individual species and, in turn, to achieving sustainable development as well as ensuring that when development does come forward it minimises its impacts as fully as possible and provides opportunities to achieve net gains in biodiversity. Green and Blue infrastructure is the network of natural and semi-natural features that can be used to provide a variety of ecosystem services capable of meeting social, environmental and economic objectives and ensures that the rich variety of habitats function within a connected network of green and blue infrastructure, with species further prevented from becoming isolated and at risk of extinction.
- 7.58 Nearly 12% of Surrey's native wildlife is believed to have already been lost, while a number of nationally threatened species are now only seen in Surrey<sup>22</sup>. The Surrey Nature Partnership champions/promotes the importance of BOAs for the most effective delivery of biodiversity net gain in Surrey, including within Runnymede, which include BOAs for Rivers; the Thames Valley and TBHs.
- 7.59 The Surrey Landscape Character Assessment (2015) sets out the landscape character for each borough and district in the county. Runnymede has a number of identified landscape types, sharing common geology, vegetation and topography. For each broad landscape type, the assessment sets out guidance on how the land can be managed.
- 7.60 There are a number of protective designations within and just beyond the borough that are of international, national and local significance. These designations include four SSSI with a further SSSI, Chobham Common, lying just outside the borough. Chobham Common SSSI is also part of the TBHSPA and has a significant influence in the borough. Part of the Borough in the west is located within the 400m zone of influence of the SPA and approximately two thirds is located within the 5 km zone of influence. Parts of Windsor Great Park are also SSSI but most of this site lies outside the Borough and which is largely designated as a SAC. One of Runnymede's SSSI is part of the South West London Water-bodies SPA, also designated as a Ramsar site. There are also 35 local SNCI within Runnymede, two LNR, and almost 315 hectares of Ancient woodland.
- 7.61 Most of these designated sites have been grouped inside broad-scale BOA, including Runnymede Meadows, Windsor Great Park and the floodplains of the Rivers Wey and Thames amongst others. These BOAs have been identified as the wider zones around protected sites where enhancements to the natural environment need to be focussed in order to ensure future connectivity for wildlife across and beyond the Borough, as a 'local ecological network'. River systems and watercourses have an especially

---

<sup>22</sup> The State of Surrey's Nature (SNP 2017)

important role to play in nature conservation by providing natural habitat linkages via multi-habitat wildlife corridors. The EU Water Framework Directive (WFD) requires all surface water bodies and groundwater bodies in the UK to be in good ecological and chemical status by 2027. Currently the Borough has nine failing surface water bodies, as identified in the Thames River Basin Management Plan. Local Authorities should have regard to the Thames River Basin Management Plan<sup>23</sup> and ensure that development does not further compromise water-body ecology, by protecting the biological and chemical quality of both watercourses and groundwater. River corridors will be protected through the incorporation of undeveloped buffer zones, as sought by section 9 of the Council's land drainage byelaws. These buffers will also serve as green infrastructure and support biodiversity features.

- 7.62 In addition, there is also an excellent opportunity for the creation of wildlife habitat in Runnymede with the development of the RTS. Whilst the primary purpose is to reduce flood risk for a large number of homes between Datchet and Teddington, the scheme also consists of the creation of more than 40 hectares of priority habitat.
- 7.63 SuDS have a role to play in river basin management and more detail is set out in the flooding section of the Local Plan. There is a range of possible SuDS and the chosen system will depend on size; pollutants and other matters. SuDS are reported to be cheaper to build and maintain than conventional drainage solutions and aside from the important function SuDS can have in flood alleviation, they can be multi-functional, forming part of the green and blue infrastructure network to assist in wildlife management, as well as recreation and carbon storage. Swales are identified as the most common features used in SuDS, which bring ecological as well as amenity benefits to sites. Specific measures put in place would depend on the particular habitat and could involve planting, pruning, maintenance or repair amongst other things.
- 7.64 Trees and woodlands form part of the Green infrastructure network and help define the character of areas across the borough and contribute to the roles they play. Trees can make a contribution towards both ecosystem services and amenity including in urban areas, with the general principle that the larger the tree, the greater its contribution. The NPPF establishes the importance of trees by confirming that 'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside of ancient woodland'. The Borough has many examples of trees more than 100 years old that are part of the historic fabric of local areas. Lines of mature oak trees that once defined historic boundaries are still apparent in the borough's residential gardens. In addition, the Council has the power to protect trees through the use of Tree Preservation Orders.
- 7.65 Many of Surrey's wildlife species and their habitats have been prioritised for conservation as 'Priority habitats' and 'Priority species' (listed under Section 41 of the Natural Environment & Rural Communities Act 2006), a number of which are present in Runnymede. The Biodiversity Working Group of the Surrey Local Nature Partnership<sup>24</sup> (SyNP) was set up after the Government's 2011 *Natural Environment White Paper*, which identified the need to take greater account of the value of nature at a strategic scale. The main objective of the SyNP is to translate national priorities into local action to focus nature conservation efforts across the county. BOAs<sup>25</sup> as identified by the SyNP, are the regional priority areas of opportunity for restoration and creation of

---

<sup>24</sup> <http://surreynaturepartnership.org.uk/>

<sup>25</sup> [https://surreynaturepartnership.files.wordpress.com/2014/11/biodiversity-opportunity-areas\\_surrey-nature-partnership\\_20151.pdf](https://surreynaturepartnership.files.wordpress.com/2014/11/biodiversity-opportunity-areas_surrey-nature-partnership_20151.pdf)



Priority habitats. BOAs are a spatial representation of where priority habitat restoration would best be located to create, protect and enhance networks of biodiversity and should be considered as areas of opportunity to improve the environment, not as a constraint to development.

- 7.66 These designations help to protect valuable wildlife habitats and species and together form important components of a green and blue infrastructure network, which is essential to our quality of life. As 'Natural Capital', nature therefore not only has an important ecological role, but is also important both socially and economically, offering opportunities for recreation, helping to boost tourism and providing a number of environmental services, such as flood defence. It is therefore vitally important to ensure that Runnymede's natural capital is enhanced and/or expanded where possible.
- 7.67 The natural environment also directly promotes healthy lifestyles by providing opportunities for regular exercise and is valued by both residents and visitors. This network of green and blue infrastructure therefore provides a multi-functional resource. The Council's OSS identifies a variety of open spaces in the borough, which includes both green and blue infrastructure.
- 7.68 The NPPF states that LPAs should have a strategic approach set out in their Local Plans to create, protect, enhance and manage networks of biodiversity and green infrastructure. The NPPF also states that LPAs should minimise impacts on biodiversity and provide net gains in biodiversity where possible, contributing to the Government's commitment to halt global and national decline in biodiversity. This could in part be achieved through the creation of green and blue corridors, such as SuDS and habitat creation on development sites, native tree planting or incorporating, amongst other items, bat and bird boxes. This also has the added benefit of attracting tourists and visitors to the area and in providing recreational open space.

#### **Policy EE9: Biodiversity, Geodiversity and Nature Conservation**

Development on or adjacent to the following hierarchy of important sites in the Borough will need to pay particular attention to the requirements of this policy.

- 1) Ramsar sites (international).
- 2) Special Protection Areas and Special Areas of Conservation (European).
- 3) Sites of Special Scientific Interest and National Nature Reserves (National).
- 4) Ancient Woodland, ancient or veteran trees; and/or trees and hedgerows protected by a Tree Preservation Order.
- 5) Sites of Nature Conservation Importance, Local Nature Reserves.
- 6) Other priority habitats and priority species not identified in 1, 2, 3, 4 or 5 above (Local); designated Local Green Space where richness of wildlife has been identified as a contributing factor in its designation; and any area in Runnymede that may be in future identified as a Nature Improvement Area; trees considered to make a significant contribution to their surroundings, individually or as a group.

The Council will seek net gains in biodiversity, through creation/expansion, restoration, enhancement and management of habitats and features to improve the

status of priority habitats and species. Development proposals should demonstrate how this will be achieved and should be in accordance with any Supplementary Planning Document the Council prepares.

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.

For development proposals that affect national, regional or locally protected sites not forming part of a Ramsar, SPA or SAC, permission will only be granted where it can be demonstrated that the benefits of the development proposal clearly outweigh the harm to the site and has 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.

#### **Justification for inclusion of policy**

- 7.69 Paragraph 117 of the NPPF requires planning policies to minimise impacts on biodiversity and geodiversity amongst other things by identifying and mapping components of local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, as well as promoting the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations.
- 7.70 In the case of development likely to have a significant effect on European sites, the proposals will be subject to an assessment under the Habitats Regulations. Where development is likely to have an adverse effect on a SSSI, the provision of paragraph 118 of the NPPF will apply. The effective avoidance and mitigation of any identified adverse environmental impact should be demonstrated and secured prior to approval of new development.
- 7.71 A Green/Blue Infrastructure strategy will also be prepared with the support of SCC and other key stakeholders. This will take place after the adoption of the Local Plan. It is envisaged that the Geographic Information Systems will build upon the existing evidence (such as the OSS) to help deliver policies in this Plan relating to sustainable patterns of growth; climate change; health and wellbeing; biodiversity.
- 7.72 It should be noted that the Council is committed to resurveying its SNCIs during the first five years of the Local Plan. Any SNCIs identified through a resurvey will be considered in the same way as existing SNCIs.
- 7.73 Policy EE9 will help to deliver Local Plan objectives 8 and 9.

### Thames Basin Heaths Special Protection Area

- 7.74 The TBHSPA was designated on 9 March 2005, as part of the Europe-wide Natura 2000 network.
- 7.75 The TBHSPA is comprised predominantly of lowland heathland and woodland, a characteristic landscape that supports distinctive rare and threatened flora and fauna. Its designation as a SPA is required under Directive 2009/147/EC on the conservation of wild birds. The SPA is protected not only under European, but also UK law, referred to as a 'European Site' in the Conservation of Habitats and Species Regulations 2010.
- 7.76 The SPA is designated because of the presence of breeding populations of three bird species: Dartford Warbler, Woodlark and Nightjar. These birds' nest on or near the ground and as a result are vulnerable to predators, as well as to disturbance from informal recreational use, such as walking and dog walking. Since designation, there has been much discussion about the potential impacts of human activity on the three protected bird species on the SPA. Natural England and others have voiced particular concerns that many parts of the SPA are open to the public, enabling dog walking, rambling and biking, all of which could have an adverse impact on these ground nesting birds.
- 7.77 The SPA extends over all or part of 11 LPAs in Surrey, Berkshire and Hampshire and comprises a network of 13 SSSIs. Parts of the SPA are also designated as a SAC, which includes Thursley, Ash, Pirbright and Chobham SAC.
- 7.78 Whilst much of the SEP has been abolished, policy NRM6 is still active and currently directs development in the first instance to sites that fall outside the influence of the SPA. It goes on to state the principles that should be adhered to when dealing with housing within the 5km straight line distance from the SPA and establishes the 400m exclusion zone for residential development around the perimeter of the SPA. The SEP also states that NRM6 does not exclude the possibility that some (larger) sites outside of the 5km zone of influence may also require mitigation under advice from Natural England.
- 7.79 Although the SPA does not extend into Runnymede, Chobham Common SSSI forms part of the Borough's western boundary and has an influence on the Borough, with a small portion of the borough being located within the 400m zone of influence of the SPA and approximately two thirds being located within the 5 km zone of influence.

### SANG

- 7.80 The identified avoidance strategy to ensure no adverse effect on the integrity of the SPA from new residential development is by mitigation in the form of SANG. SANG as a mitigation measure has been agreed with Natural England and its provision is required to satisfy the Habitats Regulations. The purpose of SANGs is to attract potential new users away from the SPA but they can in themselves have biodiversity value. Strategic Access Management and Monitoring (SAMM) is an equally important component of the avoidance and mitigation strategy of the Thames Basin Heaths SPA.
- 7.81 In March 2007, the Council adopted the SPA Interim Supplementary Planning Guidance, which provides additional guidance from the Joint Strategic Partnership (JSP), comprised of Local Authorities that are affected by the SPA, alongside other partners, to plan for the long term protection of the SPA in a consistent and coordinated way.

- 7.82 The authorities affected by the SPA have agreed a Joint Delivery Framework, which sets out the general principles to be used by authorities when dealing with development within the zone of influence of the SPA. This has the full endorsement of Natural England.
- 7.83 This approach sets out that SANG of a 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.
- 7.84 This approach also requires developers of housing schemes to provide or make a financial contribution towards SANG and SANG enhancement in the Borough. Whether provided by bespoke solutions or financial contributions, the Council will secure SANG delivery through the use of Section 106 agreements.
- 7.85 In the Borough, there are five broad strategic SANGs, which currently have capacity to mitigate the impacts of new residential development. There is a further site at Chertsey Meads, which has been agreed in principle with Natural England to be designated as SANG, subject to the completion of a satisfactory SANG Management Plan. There are also bespoke SANGs provided by new development in the borough that have been agreed as part of a package of mitigation for larger developments. The Council will rely on the Borough's existing SANGs, the emerging SANG at Chertsey Meads, bespoke SANG solutions which are to be delivered on some of the proposed strategic allocations (see the Policies Map and site allocation policies for more information), and other, currently unidentified areas of land which the Council could look to allocate in the latter period of the Plan if necessary. The Council will continue to explore delivery options, including with its neighbouring local authorities throughout the lifetime of this Plan to deliver new homes and secure necessary SANG mitigation.

#### SAMM

- 7.86 In June 2009, the Council agreed an Outline Business Plan through the JSP that identified the resources required to provide an effective SAMM project for the SPA. The work is funded by contributions from all new additional dwellings built within 5 km of the SPA. The agreed method of a separate single tariff to fund SAMM measures in perpetuity was agreed to be collected centrally and used strategically across the SPA. The Outline Business Plan utilises a team of site wardens and the structured monitoring of both visitors and population trends for the SPA birds. The tariff provides for both annual revenue expenditure and the creation of an endowment fund for the long term.
- 7.87 As SAMM is not considered to be infrastructure, there is no restriction on the pooling of S106 and as such will continue to be the preferred method of collecting money to fund SAMM activities.

#### **Policy EE10: Thames Basin Heaths Special Protection Area**

Within 400m of the boundary of the Special Protection Area, no additional residential development will be permitted. Non-residential development within 400m may require an Appropriate Assessment under the Habitats Regulations.

All additional residential development (including strategic allocations) beyond the 400m Special Protection Area exclusion zone, but within 5km of the Special

Protection Area boundary, will need to put in place adequate measures to avoid and mitigate potential effects on the Special Protection Area. These must be delivered prior to occupation and in perpetuity and agreed with Natural England. To meet these requirements developments will need to:

- Provide or contribute to Suitable Alternative Natural Green Space at a standard of at least 8 hectares per 1000 residents (minimum after any discounting); Proposals for new Suitable Alternative Natural Green Spaces will not be accepted unless agreed by Natural England; and
- Make a financial contribution towards Strategic Access Management and Monitoring at the Special Protection Area.

or

- 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. Developments of fewer than 10 dwellings should not normally be required to be within a specified distance of SANG land; and
- Make a financial contribution towards Strategic Access Management and Monitoring at the Special Protection Area.

or

- In exceptional circumstances, evidence may demonstrate that a bespoke solution will be effective in avoiding or mitigating the adverse impacts of housing development and visitor pressure on the Special Protection Area. In these cases, the proposed measures must be agreed by Natural England.

For sites beyond the 5km zone of influence, an Appropriate Assessment may be required under the Habitats Regulations Assessment to determine whether there will be a likely impact on the integrity of the Thames Basin Heath Special Protection Area. This is likely for residential developments of 50 new dwellings and above between 5km and 7km from the Special Protection Area. Likewise, development that falls within a C1 or C2 use may have an impact on the integrity of the SPA. For any sites where impacts are likely, a bespoke solution will need to be assessed on a case by case basis and agreed with Natural England but will be based on the above three options.

Over the lifetime of the Local Plan, should the Council not be able to demonstrate there is sufficient Suitable Alternative Natural Greenspaces capacity for mitigation, the Local Plan will need to be reviewed.

### **Justification for inclusion of policy**

7.88 There is a legal requirement to ensure no adverse impact on the integrity of the TBH SPA, in Runnymede's case through the agreed mitigation through provision of SANG, and maintenance and funding for SAMM. This policy sets out the Council's approach to mitigation over the period of the Local Plan.

7.89 Policy EE10 will help to deliver Local Plan objectives 9 and 10.

## Blue and Green Infrastructure

### **Policy EE11: Green Infrastructure**

The Council will seek to avoid further habitat fragmentation of Green Infrastructure by encouraging development proposals which restore, maintain and enhance habitat connectivity, in particular in Biodiversity Opportunity Areas as shown on the policies map.

The Council will seek development to contribute towards the delivery of a high quality multi-functional Green Infrastructure network by requiring proposals to provide and make enhancements to onsite Green Infrastructure assets. In exceptional circumstances, if it is not possible to provide on-site Green Infrastructure as it is neither feasible nor viable, a financial contribution towards provision and enhancement of Green Infrastructure and services may be sought.

The Council will ensure the effective use of Tree Preservation Orders to protect significant trees and will encourage the proper care and maintenance of trees by requiring owners to submit applications to work on protected trees and ensure that protected trees are replaced if they have to be felled.

### **Justification for inclusion of policy**

- 7.90 Paragraph 114 of the NPPF sets out that LPAs should, amongst other things, set out a strategic approach in their Local Plans to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Paragraph 117 sets out that local plan policies should plan for biodiversity at a landscape scale and identify and map components of the local ecological networks wildlife corridors and stepping-stones that connect them and areas identified by local partnerships for habitat restoration or creation.
- 7.91 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. 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/>)
- 7.92 Development should have regard to and contribute towards any Green/Blue Infrastructure Strategy/SPD that is produced. Supplementary guidance will set out how development proposals on a large and small scale might assist in enhancing Green Infrastructure
- 7.93 The Council will consider it expedient to create a tree preservation order where the Council believes there is a risk of high quality trees being felled, damaged or pruned in an unfavourable manner, or as a precaution in order to ensure the trees' protection.
- 7.94 Policy EE11 will help to deliver Local Plan objectives 1, 3, 4, 8, 9, 10 and 11.

### **Policy EE12: Blue Infrastructure**

The local planning authority will require applicants to contribute towards the delivery of a high quality multi-functional Blue Infrastructure network by expecting Blue Infrastructure assets to be provided, protected, maintained and enhanced to deliver multiple benefits and services for biodiversity, recreation and landscape.

Therefore, the Council will resist proposals that lead to a decrease in the provision and quality of, and fails to enhance, the status of blue infrastructure, in accordance with the Water Framework Directive.

Proposals will be supported that:

- Demonstrate how they will support improving the status of failing water-bodies, in particular in relation to the requirements of the Thames River Basin Management Plan;
- Do not involve the culverting of watercourses;
- Do not involve the loss of natural banks;
- Make appropriate provision to protect, enhance, improve and maintain accessible networks of Blue Infrastructure, including through deculverting and re-naturalisation of hard banks if appropriate;
- Where appropriate, enable public access to Blue Infrastructure, including through providing undeveloped buffer zones (8m minimum for main rivers and 5m minimum for ordinary water courses). In certain circumstances, these standards could be negotiated to suit the particular ecological and requirements of a site. Any scheme to provide a buffer zone will need to include a working method statement detailing how the buffer zone will be protected during construction and long-term ecological plan.
- Include measures to allow for the natural movement of fish within the watercourse where barriers to fish movement (e.g. weirs) are present.

Development where inclusion of Sustainable Drainage Systems is necessary should have a management plan in place to demonstrate how wildlife has been taken account of.

### **Justification for inclusion of policy**

7.95 As set out in the background section, the EU WFD requires all rivers and groundwater water-bodies in the UK to be in good ecological and chemical status by 2027. This includes reducing invasive species if there are gardens adjacent to water courses. Further, the Thames River Basin Management Plan (RBMP) sets out the measures through which compliance with WFD objectives will be achieved in Runnymede. This policy sets out the Council's approach to helping achieve WFD and RBMP objectives.

7.96 Development should have regard to and contribute towards any Green/Blue Infrastructure Strategy/SPD that is produced.

7.97 Policy EE12 will help to deliver Local Plan objectives 3, 4, 6, 7, 8 and 9.

## **Flooding**

- 7.98 The 2009 Thames Catchment Flood Management Plan (CFMP) identifies Runnymede as a borough with over 5000 properties at risk in a 1% annual probability flood event. This makes the Borough one of the highest risk areas in the Lower Thames Region, and highlights the importance of the Council taking a robust approach to minimising and mitigating flood risk.
- 7.99 Fluvial flooding from the River Thames and its main tributaries; the Chertsey Bourne, the Addlestone Bourne and River Wey, are the primary sources of flooding in Runnymede. The Thames CFMP identifies this area in Runnymede as developed floodplain with no formal built flood defences.
- 7.100 There is a long record of flooding from rivers in the Borough, and in particular from the River Thames. Major recorded flood events occurred in 1898, 1947, 1968, 2003 and late 2013-early 2014. The EA also holds records of fluvial flooding in Runnymede for the years 1929, 1954, 1974, 1988, 1990 and 2000.
- 7.101 There are other forms of flooding, as well as fluvial flooding, which impact on particular areas of the Borough. The Council's Strategic Flood Risk Assessment (SFRA) contains detailed information on the types of flooding that do or could impact on different parts of the Borough. Applicants should refer to the detailed information contained in the SFRA on sources of flood risk in the Borough during the preparation of a planning application.
- 7.102 Runnymede Borough Council is working with the Environment Agency and other partners to bring forward the RTS. This is a proposed programme of projects and investment with the aim of reducing flood risk in communities near Heathrow between Datchet and Teddington, including Egham, Staines upon Thames and Chertsey. The River Thames between Datchet and Teddington has the largest area of developed floodplain in England without flood defences. Over 15,000 homes and businesses within the area are at risk from flooding.
- 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. 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.

### **Policy EE13: Managing Flood Risk**

New development will be guided to areas of lowest flood risk from all sources of flooding through the application of the sequential test. A sequential approach to the layout on individual development sites will also be expected to be followed to minimise flood risk. The exception test will continue to be applied where national planning policy advises that this is necessary.



Any development<sup>26</sup> proposed in either flood zone 2, floodzone 3, on sites over 1ha in flood zone 1, or in a dry island (all types of development excluding minor development in a dry island), must be accompanied by a site specific Flood Risk Assessment, proportionate to the scale of development that demonstrates that all forms of flooding have been taken into account (as detailed in the Council's Strategic Flood Risk Assessment). Managing flood risk over the lifetime of the development must be addressed, taking into account the following:

- The impacts of climate change<sup>27</sup>, and
- Where practical to do so, it will be expected that developments will be constructed with adequate flood resilience and resistance measures suitable for the lifetime of the development, in line with Environment Agency advice and advice contained in the Runnymede Strategic Flood Risk Assessment.

Where national planning policy requires the exception test to be applied and passed, and when a site is located in a dry island, applicants will be expected to consider the onset and duration of a flood, the vulnerability and willingness of occupiers to evacuate the site in a flood event and the ability of the site to operate an effective flood evacuation procedure.

For new development where at least 1 net additional residential unit is proposed or for all other types of development, where a net additional floorspace of 250sqm is proposed, development must not materially:

- Impede the flow of flood water;
- Reduce the capacity of the floodplain to store water;
- Cause new, or exacerbate existing flooding problems, either on the proposed development site or elsewhere.

Development proposed will be required to attenuate surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development actively reduces run-off rates and volumes. All new development is required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. All new developments in areas at risk of flooding must give priority to the use of sustainable drainage systems. The Council supports proposals for strategic flood relief measures (and associated enabling works), including the 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, as shown on the Policies Map 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.

<sup>26</sup> Including minor development, changes or use and replacement buildings

<sup>27</sup> In line with the Government's published climate change allowances at the time of the application

### **Justification for inclusion of policy**

- 7.104 National planning policy is clear that Local Plans should take account of climate change over the longer term, including factors such as flood risk. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. National planning policy is clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The Local Plan therefore has an important role to play in reducing flood risk to people and property in Runnymede.
- 7.105 Large parts of Runnymede Borough are at risk from flooding and the Borough has a long history of flood events. As such, a robust Local Plan policy is required which seeks to achieve a planning solution to flood risk management, steering vulnerable development away from areas affected by flooding. Where there is no alternative to development being located in an area at risk of flooding, the policy sets out specific requirements to minimise the risk.
- 7.106 Policy EE13 will help to deliver Local Plan objective 6.

## **Green Belt**

- 7.107 The ongoing extent of the Runnymede Green Belt has been defined in Chapter 5 and is shown on the Policies Map. This revised extent takes into account the amendments resulting from the Green Belt Reviews, and the extent complies with the purposes of including land within the Green Belt, as set out in the NPPF.
- 7.108 Inappropriate development is harmful to the Green Belt and should not be approved unless very special circumstances exist which outweigh the harm. Any such circumstances should be clearly demonstrated in an application for development which would otherwise be inappropriate.
- 7.109 The NPPF prescribes the construction of new buildings as inappropriate development. Exceptions to this are listed in paragraph 89 of the NPPF. With regard to the extension of a building, the NPPF allows for this provided that the resultant structure is not disproportionate to the size of the original building. The original building is defined in the NPPF as its size as it existed on 1 July 1948 or as first built if after this date.
- 7.110 Previous alterations and extensions will be included when considering the proportionality and cumulative effect of a proposed extension or alteration. Scale, height and massing should be proportionate to the existing dwelling and respect its character and appearance. Supplementary Planning advice will be developed to assist in this respect. Any proposed schemes which are considered to be disproportionate will be viewed as inappropriate development and will therefore only be permitted where very special circumstances can be shown to exist.
- 7.111 The addition of a basement to a property is often seen as a way of adding additional 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.
- 7.112 The NPPF allows limited infilling in villages within the Green Belt. However, following the designation of Thorpe village, as described on the Policies Map, as urban land there are no villages within the Green Belt in the Borough. Therefore any proposal for a new building on open land in the Green Belt that would comprise infilling would represent inappropriate development which by definition is harmful, and cannot be considered as an exception to the general presumption against the construction of new buildings within the Green Belt.
- 7.113 Certain other forms of development are also not inappropriate development as listed in paragraph 90 of the NPPF, provided they preserve the openness of the Green Belt and do not conflict with the purposes of the Green Belt.
- 7.114 The NPPF identifies as a core planning principle the re-use of existing resources, including the conversion of existing buildings, in support of a low carbon future. The re-use of a building may be appropriate in the Green Belt provided that the proposed use does not conflict with any of the Green Belt purposes and the openness of the Green Belt is preserved. If the re-use requires any further development to facilitate the proposed use, this development would have to be acceptable in all other aspects of Green Belt policy. The building to be re-used should be permanent, of permanent and substantial construction, and not derelict. In order to be sustainable, the building to be re-used should have access to utility services and the highway network.

Proposals for development in the Green Belt will be expected to comply with all other relevant Local Plan policies and guidance.

**Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt**

The extension 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.

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. 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. When assessing a proposal, the following considerations will be taken into account:

- 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 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;
- Existing and proposed built footprint which may increase the spread and site coverage and reduce distances to boundaries;
- 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 impact on the openness of the Green Belt.

**Justification for inclusion of policy**

7.115 The fundamental aim of Green Belt policy, as set out in the NPPF, is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence, and in Runnymede the Council will continue to exercise strict control over development within the Green Belt in accordance with national guidance in its Local Plan.

7.116 Policy EE14 will help to deliver Local Plan objective 10.

**Policy EE15: Re-use of Buildings in the Green Belt**

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 considerations will be taken into account:

- The permanence and condition of the building. It must be capable of conversion without major or complete reconstruction;
- The relationship with surrounding land uses and implications for future uses;
- Extent of ancillary works or features such as external storage, hardstanding, car parking, boundary walling or fencing;
- Whether the proposal would restore/retain a building of architectural or historic interest.

**Justification for inclusion of policy**

7.117 The fundamental aim of Green Belt policy, as set out in the NPPF is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence, and in Runnymede the Council will continue to exercise strict control over development within the Green Belt in accordance with national guidance in its Local Plan.

**Relevant Local Plan objectives**

7.118 Policy EE15 will help to deliver Local Plan objective 10.

**Policy EE16: Outdoor Sport and Recreation in the Green Belt**

In accordance with the National Planning Policy Framework, the provision of facilities for outdoor sport, outdoor recreation and for cemeteries, burial grounds and allotments 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 considerations will be taken into account:

- proposals for stables/tack rooms must demonstrate the amount of development proposed is reasonably related to its intended use and the use of the land;
- proposals will be expected to demonstrate the minimum required hard standing necessary for the facility, if this hardstanding is required.

### **Justification for inclusion of policy**

7.119 The fundamental aim of Green Belt policy, as set out in the NPPF, is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence, and in Runnymede the Council will continue to exercise strict control over development within the Green Belt in accordance with national guidance in its Local Plan.

7.120 Policy EE16 will help to deliver Local Plan objective 10.

#### **Policy EE17: Infilling or Redevelopment on Previously Developed Land in the Green Belt**

The limited infilling or partial or complete redevelopment of previously developed land (excluding temporary buildings) is not inappropriate in the Green Belt providing there would be no greater impact on the openness of the Green Belt than the existing development. The following considerations will be taken into account:

- Lawful status of existing buildings and any hardstanding;
- General height and storeys of existing and proposed buildings and their disposition around/within the site;
- Existing and proposed floorspace and footprint;
- Existing and proposed hardstanding;
- Existing and proposed development envelope and amount of undeveloped areas;
- Relationship with existing landscape features and integration with surroundings including space within and around the development particularly close to boundaries and views from within and outside the site;
- Phasing of proposed development including any demolition proposed.

### **Justification for inclusion of policy**

7.121 The fundamental aim of Green Belt policy, as set out in the NPPF, is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence, and in Runnymede the Council will continue to exercise strict control over development within the Green Belt in accordance with national guidance in its Local Plan.

7.122 Policy EE17 will help to deliver Local Plan objective 10.

**Policy EE18: Engineering Operations in the Green Belt**

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. 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.

**Justification for inclusion of policy**

7.123 The fundamental aim of Green Belt policy, as set out in the NPPF, is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence, and in Runnymede the Council will continue to exercise strict control over development within the Green Belt in accordance with national guidance in its Local Plan.

7.124 Policy EE18 will help to deliver Local Plan objective 10.

**Policy EE19: Change of Use of Land in the Green Belt**

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 use of land are considered to be inappropriate development and harmful to the Green Belt in principle, including residential use associated with husbandry of land or livestock.

**Justification for inclusion of policy**

7.125 The fundamental aim of Green Belt policy, as set out in the NPPF, is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence, and in Runnymede the Council will continue to exercise strict control over development within the Green Belt in accordance with national guidance in its Local Plan.

7.126 Policy EE19 will help to deliver Local Plan objective 10.

## 8. Improving our economy

- 8.1 Runnymede is home to some of the world's largest brands and most successful companies across a variety of sectors. It has a thriving high-tech economy which has witnessed significant growth over the last 15 years as a result of its location and connectivity. Home to several leading educational establishments, research facilities and visitor attractions, the Borough has outperformed many of its peers in terms of competitiveness and plays a vital role in supporting the growth of the South East and UK economy. Despite these strengths, an economic assessment of the Borough identified a number of potential weaknesses, which could threaten the future competitiveness of the area. These include pockets of relative deprivation, especially in relation to barriers to housing, services and educational attainment; a significant percentage of well paid jobs in the Borough being held by in-commuters rather than the resident workforce; current and potential future congestion hotspots and a lower growth rate in the number of enterprises witnessed in Runnymede when compared with that for Surrey, the South East or Great Britain.
- 8.2 The majority of employment in Runnymede is within the service sector, with a smaller proportion of employment in manufacturing than for Surrey, the South East or UK. Although a broad range of sectors are represented, the highest concentration of jobs is in professional and other private services. The Borough also has a significant concentration of jobs in the information and communication sector and was ranked the 6th tech jobs cluster in the UK in 2013. The concentration of cyber security employment in the Borough, about 4.1 times the national average, is particularly high. The presence of a tech cluster in Runnymede fits well with the EM3 LEP's priorities and is important for the future growth prospects of the local economy, as the performance gap between the tech sector and the rest of the UK economy continues to widen.
- 8.3 The NPPF is clear that there are three dimensions to sustainable development, one of which is economic. This gives rise to the need for the planning system to perform a number of roles including an economic one – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- 8.4 LPA's are advised to have a clear economic vision and strategy for their areas and plan proactively to meet the development needs of business and support an economy fit for the 21st century. They should support existing businesses, where possible identify and plan for new or emerging sectors and plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. Planning policies are required to be flexible to allow a rapid response to changes in economic circumstances and to prevent the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.
- 8.5 Policies for the rural economy should support sustainable economic growth in rural areas to create jobs and prosperity; through promotion of the development and diversification of agricultural and other land-based rural businesses and support for sustainable rural tourism and leisure developments which respect the character of the countryside.



## **Runnymede Borough Council Economic Development Strategy**

8.6 The Runnymede Economic Development Strategy 2016-2019 aims to ensure that the Borough continues to be a leading economy in Surrey and the wider sub-region and that local people benefit from opportunities provided wherever possible. It identifies five priorities to achieve this aim:

Priority 1: Business relocation, expansion and investment in the Borough;

Priority 2: Maintaining competitive advantage through business engagement and support;

Priority 3: A dynamic workforce for a high-tech economy;

Priority 4: Better infrastructure for growth;

Priority 5: Promoting innovation and technology sectors.

8.7 The Council aims to encourage economic growth without damaging quality of life or environment, through supporting existing businesses to improve their productivity whilst also attracting additional businesses and business start-ups to the Borough, especially in digital and other knowledge-based sectors. We will work with RHUL and other research centres in the Borough to support their sustainable development, support the delivery of Runnymede Regeneration development proposals which regenerate the Borough's town centres and other facilities and work with the EM3 LEP and owners of Longcross Park to support the development of the Longcross Park Enterprise Zone and Garden Village. The Economic Development Strategy builds on the findings of the Council's Corporate Plan (2016-2020), which identifies as one of its four strategic priorities 'improving our economy'.

### **Employment Land Supply**

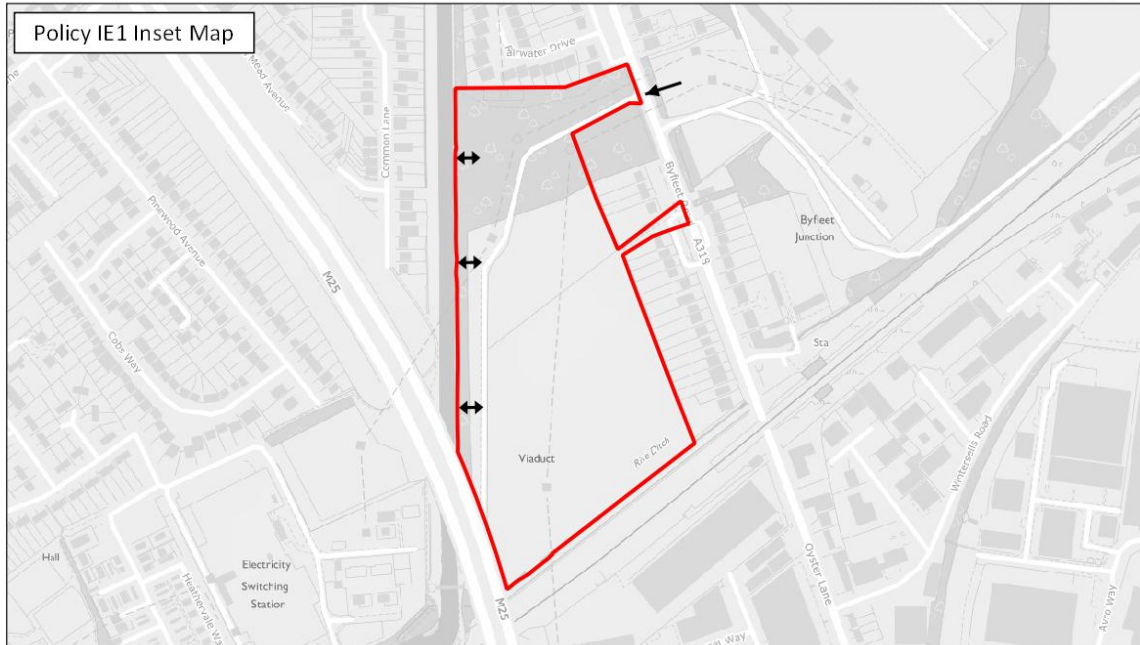
8.8 The NPPF requires LPA's to ensure that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. If the LPA fails to ensure enough suitable land is allocated to enable choice and flexibility and accommodate identified needs, this could lead, in time, to existing businesses moving out of the borough and new and small businesses not being able to establish themselves or invest in the borough.

8.9 For the purposes of Policies IE1 to IE3 employment land/use is that which is in B1a, B1b, B1c, B2 or B8 use.

## Policy IE1: Employment allocations

In order to ensure a range and choice of employment floorspace is available to accommodate the predicted future growth in Runnymede's economy, Strategic Land Availability Assessment site 51: Byfleet Road, New Haw is allocated for employment use.

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site allocation boundary

© Crown copyright and database rights 2018 Ordnance Survey 100006086

Potential site access

Potential to provide enhanced links to canal and public rights of way network

### Site ref and name

**Timing** Between 2018-2023

### Development Requirements

This site of 7.7ha will deliver a high quality employment development that will:

- Provide in the region of 20,000 net additional sqm of B1c/B8 floorspace
- Provide a range of unit sizes including units that cater for small businesses and start-ups;
- Within the 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;
- 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 maximising opportunities to incorporate into the scheme improved pedestrian and cycle linkages between the Basingstoke Canal/Wey Navigation and Byfleet & New Haw Rail Station.

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).

In the flood risk assessment to be submitted with any application at the site, whilst the risk from all types of flooding should be assessed, the applicant should pay particular attention to assessing and mitigating risks associated with fluvial flooding.

It should be noted that in addition to the 20,000sqm of B1c/B8 floorspace which the site has been allocated for, the Council would also consider opportunities for B1(a) or B1(b) office floorspace to be accommodated on the site.

#### **Justification for inclusion of policy**

- 8.10 Paragraph 21 of the NPPF states that in drawing up Local Plans, LPAs should identify strategic sites for local and inward investment to meet anticipated need over the plan period. The allocation of the Byfleet Road site in New Haw will help meet the needs identified in the Council's 2016 Employment Land Review (ELR).
- 8.11 Policy IE1 will help to deliver Local Plan objective 12.

## Strategic Employment Areas (SEAs)

- 8.12 SEAs support clusters of employment activity that have or have the potential to become key drivers of the Borough and sub-regional economy. Safeguarding the Borough's strategic and best performing employment sites will ensure that important employment areas are protected and retained to maintain the Borough's base of higher value occupiers and employers, and enable additional companies to locate in the area, thereby delivering skilled jobs and continued growth. Focusing future development on such sites will help to build on existing sustainable patterns of development and market successes. Despite demand for headquarters accommodation within the Borough remaining relatively high due to the current lack of Grade A supply in the M25 market area, aspirations remain amongst some landowners for higher value non-B class land uses which puts established economic areas under threat.
- 8.13 The Borough's designated SEAs are home to a range of businesses both large and small. Although some business premises in these locations provide ancillary facilities for their staff, many smaller businesses are not able to do this. To enhance the sustainability of these areas and ensure their continued competitiveness in the marketplace, it is essential that these employment areas provide the necessary ancillary facilities such as cafes and crèche facilities to serve the workers based in the area.

### **Policy IE2: Strategic Employment Areas**

The five designated employment areas that together make up the borough's current core supply of employment land will be protected as Strategic Employment Areas, as shown on the policies map, and changes of use of land and/or buildings from employment to non-employment use resisted. The refurbishment and redevelopment of sites in these areas for employment use, and proposals for the intensification of sites for employment use will be permitted where they accord with other policies in the plan.

The Strategic Employment Areas (for B uses) are:

- SEA1: Hillswood Business Park
- SEA2: Longcross Park Enterprise Zone
- SEA3: The Causeway and Pinetrees Business Park
- SEA4: Thorpe Industrial Estate
- SEA5: Weybridge and Bourne Business Park and Waterside Trading Estate

#### **Exceptions:**

- The provision of limited essential ancillary facilities will be supported within the Strategic Employment Areas, where a clear justification is provided that the facility will provide positive benefits for the strategic employment area and will not conflict with established uses in the employment area;
- Applications for hotel use will only be permitted where the proposal accords with the sequential test and impact test and will not conflict with established uses in the strategic employment area.

### **Justification for inclusion of policy**

- 8.14 Paragraph 21 of the NPPF states that in drawing up their Local Plans, LPAs should set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth and set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- 8.15 Given the projected need for additional employment floorspace over the plan period as demonstrated in the Council's ELR 2016, in conjunction with the constraints on allocating additional employment floorspace in the Borough due to the large proportion of Green Belt land within Runnymede, this policy seeks to protect key employment sites throughout the Borough to accommodate existing and future demand. To ensure the protection of employment uses within the SEAs, the Council propose to make Article 4 Directions<sup>28</sup> to remove permitted development rights which allow for the change of use from B1(a) use (office) to C3 use (residential) and from B1(c) use (light industrial) to C3 use within them in the SEAs.
- 8.16 The majority of employment sites which comprise the SEAs identified were ranked as good quality sites in the ELR. Of the three sites ranked average quality, two - Weybridge and Bourne Business Park (east and west) are considered to form an integral part of the Weybridge and Bourne Business Park and Waterside Trading Estate area and the third - Thorpe Industrial Estate is included as it provides the majority of industrial space in the Borough, which is considered to be of strategic importance to the local economy.
- 8.17 The commercial area of Longcross Park has been designated as part of the EZ3 Enterprise Zone and forms a substantial employment area of approximately 19ha and has planning permission to provide a new business park and data centre. The site is one of the largest strategic employment sites in the EM3 LEP area and sub-region and benefits from its own on-site railway station connecting it to London Waterloo and Reading. Existing former Ministry Of Defence buildings on the site are currently used as a film studio.
- 8.18 Policy IE2 will help to deliver Local Plan objective 12.

---

<sup>28</sup> An Article 4 Direction is an order made by a local planning authority to restrict and remove certain PD rights for part of, or all of their area.

### **Catering for modern business needs**

- 8.19 In order to encourage economic growth and ensure that the Borough continues to be a leading economy in Surrey and the wider sub-region, it is vital that a broad range of employment floorspace is provided, including for business start-ups and small businesses and that existing outdated floorspace is refurbished or redeveloped to cater for modern business needs.
- 8.20 To ensure that rural areas prosper, support should be given to the conversion or redevelopment of existing buildings in rural areas to provide small scale rural offices or other small-scale rural employment opportunities.

#### **Policy IE3: Catering for modern business needs**

To attract businesses to the Borough; support the retention, creation and development of local businesses, promote business competitiveness and allow for flexibility to cater for the changing needs of the economy, the Council will:

- Support proposals to redevelop outmoded employment floorspace to cater for modern business needs;
- Encourage a range of types and sizes of new employment floorspace;
- Seek the retention/re-provision of incubator units, small warehousing units and small serviced office accommodation unless comprehensive marketing has been carried out for at least one year;
- Support provision of new incubator units, small warehousing units and small serviced office accommodation;
- Support small scale rural offices or other small-scale rural employment development, through conversion or redevelopment of existing buildings to provide well-designed business premises, provided they accord with the Council's Green Belt policies.

#### **Justification for inclusion of policy**

- 8.21 Runnymede has been successful in renewing and refurbishing employment floor space, especially office space. To remain a competitive employment area and given constraints on the provision of new employment land it is imperative that this process of refurbishment/redevelopment continues.
- 8.22 Although the Borough is attractive as a location for large company headquarters, it is essential that existing Small Medium Enterprise's (SME) are supported and new businesses encouraged so that a thriving business ecosystem is nurtured. This will require the retention/re-provision of existing incubator units, small warehousing units and small serviced office accommodation at a unit size of 500sqm and below, and the provision of new units for SME's including managed workspace, where this is feasible and appropriately located.
- 8.23 As a small Borough that is heavily constrained by Green Belt, rural businesses face particular challenges to continued economic growth and prosperity as current provision and opportunities for future expansion are very limited. Where provision is found, it is

often in the form of converted rural buildings. However, the ELR found that demand for rural employment space in Runnymede was steady, with continued growth of this type of premises considered inevitable to meet the needs of what is essentially a local market consisting of rural businesses which operate in the area. The NPPF states that planning policies should support economic growth in rural areas in order to create jobs and prosperity, by taking a positive approach to sustainable development. As such, the Council will support sustainable re-use of redundant agricultural buildings or redevelopment of existing buildings to provide small scale (unit size of 500sqm or less) and well-designed new buildings to meet future industrial and office based needs, provided they accord with the Council's green belt policies.

8.24 Policy IE3 would help to deliver Local Plan objective 12.

## **The visitor economy**

- 8.25 The visitor economy supports people's quality of life, fosters social and cultural wellbeing, and increases the vibrancy of the area. It also plays a crucial role in maintaining the vitality and viability of the Borough's three town centres.
- 8.26 Runnymede offers a varied visitor experience encompassing: sites of historic significance such as Runnymede Meadows, the John F Kennedy and Air Forces Memorial, Chertsey Abbey and Meads, and Virginia Water/Windsor Great Park; paying attractions such as Thorpe Park, Savill Gardens and Wentworth Golf Course as well as local attractions such as Chertsey and Egham museums, St Ann's Hill and the Runnymede Pleasure Grounds. The visitor economy provides an essential part of Runnymede's economy, and the promotion and enhancement of tourist and leisure attractions that are sustainable is important to the future prosperity of the Borough.
- 8.27 The River Thames also provides a valuable asset in terms of its natural beauty and amenity value. It serves a wide range of functions encompassing recreational, leisure and sport opportunities such as boating and riverside walks, including the Thames Path National Trail. The river is also a natural haven for many species of plant and animal wildlife.
- 8.28 The Borough's hotels and guesthouses are important in supporting local visitor attractions, the local business community, as well as providing direct employment and supporting local firms that provide goods and services. The range and quality of hotel and tourism accommodation can also make a significant difference to the number of tourists that visit and stay in a place. Hotel developments often face competition from higher value uses such as housing; and Green Belt and flooding constraints also limit opportunities for new/extended premises.
- 8.29 Despite the Borough's varied and unique assets, there remains scope for further improvement in the quality of the visitor experience. The Local Plan aims to achieve this by stimulating town centres, encouraging the refurbishment and provision of additional visitor accommodation in appropriate locations, encouraging the renewal or provision of additional visitor facilities in appropriate locations, protecting the historic and natural landscapes and preserving our historic built environment.

### **Policy IE4: The visitor economy**

Planning applications which deliver a high quality visitor experience that increases the contribution that tourism, arts and cultural heritage make to quality of life, social and cultural well-being and economic growth will be supported where they accord with the following criteria:

- (i) Provision of tourist and leisure attractions, including arts and cultural facilities, accommodation and conference facilities will be determined in accordance with the sequential approach outlined in the NPPF, except where they apply to applications for small scale rural development. Where proposals exceed 2,500sq.m and are located outside the centres, as designated on the Policies Map, an impact assessment must be submitted.
  - All new and/or enhanced or replaced tourist and leisure attractions, accommodation, and conference facilities will be required to preserve the Borough's special heritage and natural environment and accord



with other relevant policies in this Local Plan including Green Belt policies where relevant.

- Proposals which promote greater use of the River Thames, Wey and Bourne as a leisure and recreational resource should not harm local biodiversity or water quality.

(ii) The loss of existing tourist and leisure attractions, including arts, cultural and entertainment facilities and hotels will be strongly resisted unless replacement facilities are proposed in a location equally accessible to the facility's current catchment area. Alternatively, robust evidence must be provided to demonstrate that:

- The facility causes significant detriment to the amenity of the locality, or that
- The existing use is unviable and its retention has been fully explored (including active and comprehensive marketing of the facility for its existing and alternative leisure or tourist use for a continued period of at least 6 months prior to the submission of a planning application).

#### **Justification for inclusion of policy**

- 8.30 The Council considers that the visitor economy in the Borough has the potential to contribute significantly to Runnymede's future economic growth, and thus it will continue to protect existing tourism and leisure facilities whilst promoting a sustainable expansion of the sector. The provision of arts and cultural facilities in particular can broaden the Borough's offer and increase its appeal to visitors.
- 8.31 The provision of visitor accommodation is important to both businesses and tourism. Despite additional hotel provision being permitted in the Borough in recent years, informal evidence suggests that occupancy rates remain fairly high, and thus the Council will support additional provision in appropriate locations whilst seeking to protect existing hotel accommodation.
- 8.32 Visitor related development by its nature is often located in sensitive areas and its benefits need to be carefully balanced against the need to protect valuable countryside and heritage assets. The plan seeks to ensure that the borough's unique natural landscapes and heritage, which contribute significantly to its appeal as a leisure and tourism destination, are preserved. Landscaping, careful siting of development, the re-use of buildings and design details can help developments to blend in with their surroundings. Any new built development must complement the natural landscape and reflect the character of the surrounding area.
- 8.33 Policy IE4 would help to deliver Local Plan objectives 3, 12 and 14.

## **Retail, Commercial Leisure<sup>29</sup> and Town Centre Development**

### **Centre Hierarchy, sequential approach and impact assessment**

- 8.34 Town centres provide more than just retail opportunities. They function as the heart of the community offering a wide range of facilities including: leisure and entertainment; sport and recreation; offices and arts, culture and tourism development. The NPPF is clear that planning policies for town centres should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.
- 8.35 Runnymede contains a network of centres which form part of a wider sub-regional hierarchy. Each centre in the Borough fulfils a different but complementary role. Residents will use centres both within and outside the Borough to fulfil their diverse retail and leisure needs, with centres fulfilling a different function for different people. The primary role of Runnymede's main town centres is to provide convenience goods shopping and a range of services, rather than to act as major comparison goods shopping destinations. In general, comparison goods expenditure flows out of the Borough, largely towards Staines-upon-Thames and Woking, but also further afield to Guildford, Kingston-upon-Thames and Windsor. Although it is not proposed to alter the ranking of the Borough's town centres in the sub-regional hierarchy, current and future investment in them should help to stem, to an extent, expenditure leakage to ensure their future sustainability.
- 8.36 The Borough has no single dominant centre, with residents served by three town centres – Addlestone, Chertsey and Egham located in the south, centre and north of the Borough respectively; providing a range of services and facilities. These centres are supplemented by four local centres, which meet the day to day needs of the local communities that they serve. These are located in Englefield Green, Ottershaw, Virginia Water, and Woodham and New Haw (which together share a single centre). The boundary of all the centres is defined on the Policies Map.
- 8.37 In addition to the town and local centres in Runnymede, there are a range of shopping parades and individual stores of purely neighbourhood significance which are not classed as centres for the purposes of policy, but which are important for providing for the daily needs of residents. Similarly, large free-standing stores in out-of-centre locations are also not classed as centres.
- 8.38 All centres in the Borough are potentially vulnerable to increasing competition from out-of-centre retailing and the growth of internet shopping. Existing retailers in the centres may also choose to take space in larger modern units in out-of-centre locations. The loss of existing retailers in the centres would be significantly detrimental to their vitality and viability and would reduce their market shares.
- 8.39 The following policy sets out the requirements for consideration of applications for main town centre uses, including those which are not proposed in the town and local centres, and are not in accordance with other site allocations within this Local Plan. It includes two key tests which proposals for town centre uses located outside of the centres will need to meet in order to be considered acceptable.

---

<sup>29</sup> Includes food and beverage, cinemas, health and fitness and D2 leisure uses

### **Policy IE5: Centre Hierarchy, sequential approach and impact assessment**

The town and local centres will be the preferred location for the development of main town centre uses as defined in the NPPF. Proposals must be appropriate in terms of their scale and design to the centre in which they are proposed, as well as the function of the centre and accord with other policies in the plan.

The hierarchy of centres in the Borough is defined as follows:

- Town Centres: Addlestone; Chertsey; Egham
- Local Centres: Englefield Green; Ottershaw; Virginia Water; Woodham and New Haw

The Borough's centre hierarchy will be maintained over the period of the Local Plan.

Applications for main town centre uses that are not proposed in the town and local centres will only be permitted where the applicant can demonstrate that:

- The proposal accords with (satisfies) the sequential test as set out in the NPPF, and flexibility has been demonstrated on issues such as the format and scale of development.
- For retail proposals greater than 500sq.m and other town centre use proposals greater than 2,500sq.m an impact assessment has been undertaken, which shows that the proposal will not have a significant adverse impact in line with requirements set out in the NPPF. Neighbourhood Plans may set different thresholds where local considerations, supported by evidence, indicate this is appropriate.

The only exception will be where a class B1 use is proposed in a Strategic Employment Area as defined by policy IE2 or when a site has already been allocated for development through this Local Plan.

Edge-of-centre and out-of-centre<sup>30</sup> sites, which satisfy the sequential test, should be accessible including by public transport, bicycle and foot and well-connected to the centre. This sequential approach should not be applied to applications for small scale rural offices or other small-scale rural development.

### **Justification for inclusion of policy**

- 8.40 The NPPF requires LPAs to define a network and hierarchy of centres that is resilient to anticipated future economic changes. This policy draws on the findings of the Council's Centre Hierarchy Report (CHR) produced by the Council in May 2017, which categorised the roles of existing centres in the Borough by taking into account their differing sizes, offer, functions and accessibility by sustainable transport modes.

---

<sup>30</sup> Edge-of-centre locations are defined for retail purposes, as a location that is well connected and within 300 metres of the PSA. For all other main town centres uses, it is a location within 300 metres of a town centre boundary, however for office development this includes locations outside of the town centre but within 500 metres of a public transport interchange. Local circumstances should be taken into account when determining whether a site falls within the definition of edge-of-centre.

- 8.41 The centre hierarchy will be reviewed at appropriate points during the Local Plan period to assess whether any material changes in circumstances have occurred which would result in a centre being categorised differently in the hierarchy.
- 8.42 LPAs must apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. The sequential test will be operated in such a manner as to ensure that development is located in the centre to which it is most appropriate, with preference being given to those centres higher up the hierarchy.
- 8.43 The NPPF also requires local plans to set a proportionate, locally set floorspace threshold above which planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan should be assessed for their impact. The scope of the Sequential Test and Retail Impact Assessment required to be submitted in support of a planning application should be discussed and agreed between the applicant and the Council at an early stage in the pre-application process. The level of detail included within the assessments must be proportionate to the scale and type of retail floorspace proposed and shall be determined on a case by case basis. The PPG sets out detailed requirements for carrying out such assessments.
- 8.44 The Town and Local Centre Study (TLCS) reviewed whether there was a policy requirement to set a local (floorspace-based) impact threshold, rather than use the default threshold of 2,500sq.m. (gross) identified by the NPPF. The report concluded that a 500sq.m (gross) threshold for retail proposals in Runnymede was appropriate. The report did not recommend a local threshold for the assessment of proposals for other town centre uses, and thus the default threshold has been utilised.
- 8.45 Policy IE5 would help to deliver Local Plan objectives 4 and 14.

## **Town centre development**

- 8.46 The Borough's three town centres are compact, have a retail offer that focuses on convenience and service provision, and are anchored by either supermarkets or in one case a superstore. All three centres contain a mix of town centre uses including residential provision, and benefit from public transport services including rail services to London Waterloo and bus services to the surrounding areas.
- 8.47 Although all three town centres have relatively low vacancy rates, they are some way from meeting their full potential as retail and leisure centres and would benefit from the development of an enhanced offer. To address this issue, the Council together with SCC commissioned Masterplans for Chertsey and Egham Town Centres in 2013. The aim of the masterplans was to consider proposals for regeneration and stimulate interest from the private sector market. Following on from the masterplans, one of the key aims in the Council's Corporate Strategy is to bring forward renewal and enhancement of facilities in the Borough's town centres. To achieve this, the Council is proactively working with development partners on a number of schemes which are detailed in policy IE7 to IE11.
- 8.48 Both Chertsey and Egham town centres contain designated conservation areas and a significant number of listed buildings. In Chertsey only the Sainsbury's and Aldi developments and Gogmore Lane area, and the area close to the station fall outside the conservation area. Development proposals within both these town centres will need to be sensitively designed to protect, preserve and where appropriate enhance the character and appearance of any conservation area or listed building affected. Particular care should be given to the design of shopfronts, advertisements and signage.

### **Policy IE6: Town centre development**

Within the three town centres:

Proposals for development within the primary shopping areas, as defined on the Policies Map, will be permitted where they improve the quality and broaden the range of retail and leisure facilities, to enhance the role of the town centres as sustainable shopping and leisure destinations and strengthen their vitality and viability.

The Primary Shopping Frontages as defined on the Policies Map will be the focus for A1 uses (shops). Development proposals for use classes A2 to A5 within the Primary Shopping Frontages will only be permitted where a minimum of 65% of the total units are retained in A1 use. Other town centre uses and residential uses will not be permitted on the ground floor within the Primary Shopping Frontages.

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 where the use would not harm the vitality or viability of the centre.

Appropriately designed development proposals for residential use on upper floors will be encouraged.

Development proposals should make a positive contribution to the townscape of the centre in which it is proposed and should accord with the criteria set out in policy EE1: Townscape and Landscape Quality.

Proposals for development within or which impact on listed buildings and/or conservation areas must accord with the criteria set out in policy EE5 Conservation Areas and policy EE4 listed buildings.

Major town centre redevelopment schemes as set out in the town centre allocations policy IE7 – IE11 will be supported where they accord with the above criteria and ensure delivery of high quality buildings and spaces that make a positive contribution to the character and function of the relevant town centre and the quality of its urban environment.

### **Justification for inclusion of policy**

- 8.49 Paragraph 23 of the NPPF states that LPAs should set out policies for the management and growth of centres over the plan period. It is also clear that in drawing up Local Plans, LPAs should define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations. Paragraph 23 also states that Local Plans should recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites.
- 8.50 Due to competition from on-line retailing and increased flexibilities in changes of use introduced via the General Permitted Development Order (GDPO), there is a risk that the number of A1 retail units within the town centres will reduce. This policy therefore seeks to retain as many A1 retail units as possible within the town centres to ensure they remain attractive destinations. The GPDO allows for change of use of retail units to various other uses. The amount of floorspace which can be changed under permitted development is restricted. Applicants are advised to consult the GPDO prior to submitting a planning application to check whether planning permission is required. For the avoidance of doubt, this policy only applies to proposals which would fall outside the permitted development regime.
- 8.51 Policy IE6 seeks to comply with local plan objectives 4 and 14.

## Town Centre Allocations and Opportunity Areas

- 8.52 The Council commissioned Carter Jonas in February 2015 to produce a TLCS, to update the retail evidence base to help inform both plan-making and decision taking across the Borough. The TLCS identified the following forecast retail growth for the three town centres over the plan period, with findings based on retaining the 2015 pattern of market shares over the forecast period.
- 8.53 It is important to note that capacity forecasts beyond five years should be treated with caution, as they are based on various layers of assumptions and forecasts with regards to the trading performance of existing centres and stores, the growth in population and retail spending, constant market shares, etc. For example, if the growth in internet and multi-channel shopping is stronger than current forecasts suggest, then this could reduce the future demand and capacity for new 'physical' space over the long term.

**Table 5: Forecast retail growth in the Borough's town centres over the Local Plan period (net m<sup>2</sup>).**

	2020	2025	2030
<b>Addlestone town centre</b>			
Convenience retail	-308	-75	156
Comparison retail	-513	257	1,310
<b>Chertsey town centre<sup>31</sup></b>			
Convenience retail	95	180	263
Comparison retail	56	156	294
<b>Egham town centre</b>			
Convenience retail	295	556	814
Comparison retail	132	364	685

TLCS, 2015, Carter Jonas

- 8.54 The forecasts show fairly modest capacity for additional retail floorspace over the plan period, especially in Chertsey Town Centre. It is considered that this capacity will be accommodated through the intensification of sites within the existing town centres.
- 8.55 The TLCS also forecast the need for additional commercial leisure facilities in the Borough. The study found that:
- There is potential quantitative capacity for new cinema screens in the Borough, with the net amount of additional screens that could be supported amounting to one new multiplex (circa 6 screens). This will be delivered through development of a multiplex in the Addlestone One scheme.
  - There is potential quantitative need for between 718 sqm to 958sqm of Class A3-A5 gross floorspace in the Borough over the forecast period.

<sup>31</sup> The figures for Chertsey Town Centre do not take into account the Aldi store developed in 2017.

- There appears to be capacity to support an increase in leisure provision in the Borough over the medium to long-term, with potential for a new larger facility and/or small-scale gym.

8.56 In order to accommodate the need for new retail and leisure floorspace over the Local Plan period, the town centre allocations in policies IE7 to IE11 have been identified, as set out on the Policies Map. The Council will work with developers, the EM3 Local Enterprise Partnership and Surrey County Council to ensure that any additional infrastructure required to enable the town centre allocations to come forward is delivered.



## Policy IE7: Addlestone East Allocation

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



### Site ref and name

**Timing** | 2020-2023

### Development Requirements

This is a 0.3ha site is located in Addlestone Town Centre which will deliver a high quality mixed use development including:

- a) Mix of A uses at ground floor level
- b) A minimum of 70 (net) residential units

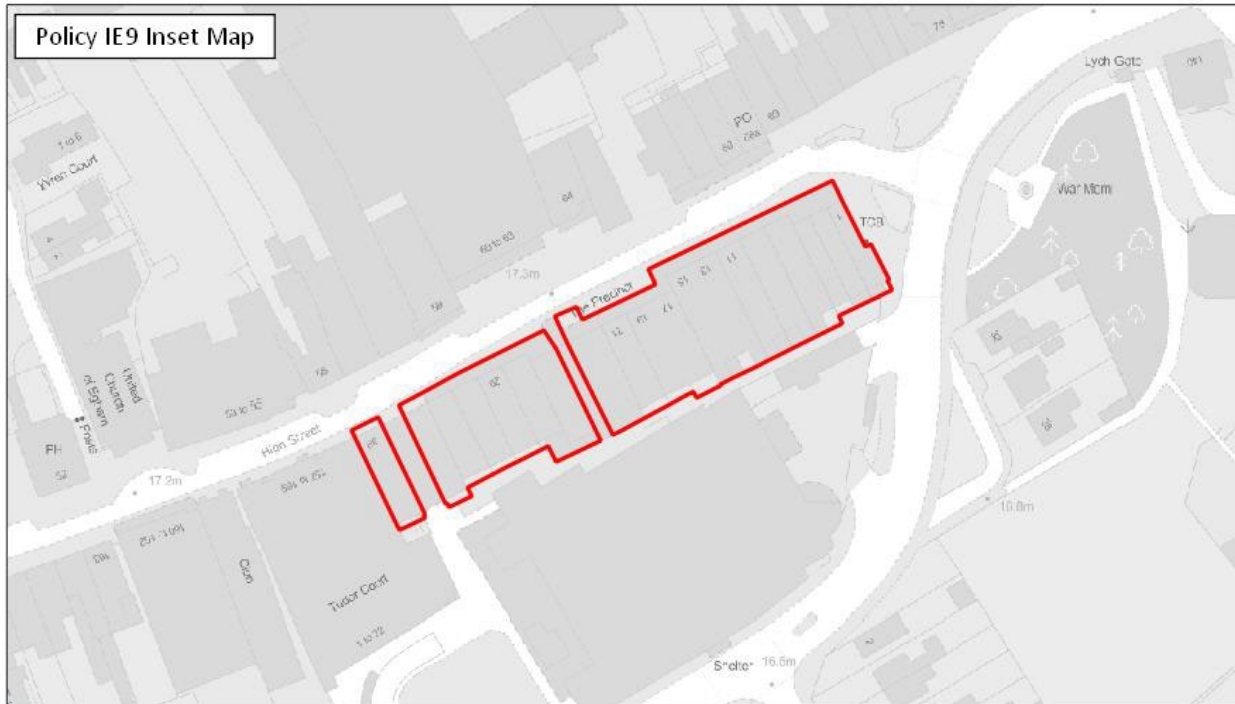
A drainage strategy will be expected to be submitted with the planning application at this site which will address the potentially high water table in the design of any suds scheme.


This town centre allocation may also present opportunities to provide other town centre uses to meet identified needs.



## Policy IE9: Egham Gateway East Allocation

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



 Site allocation boundary

© Crown copyright and database rights 2017 Ordnance Survey 100006086

### Site ref and name

**Timing** | 2022-2024

### Development Requirements

This is a 0.3ha site located in Egham Town Centre which will deliver a high quality mixed use development over the period of the Local Plan including:

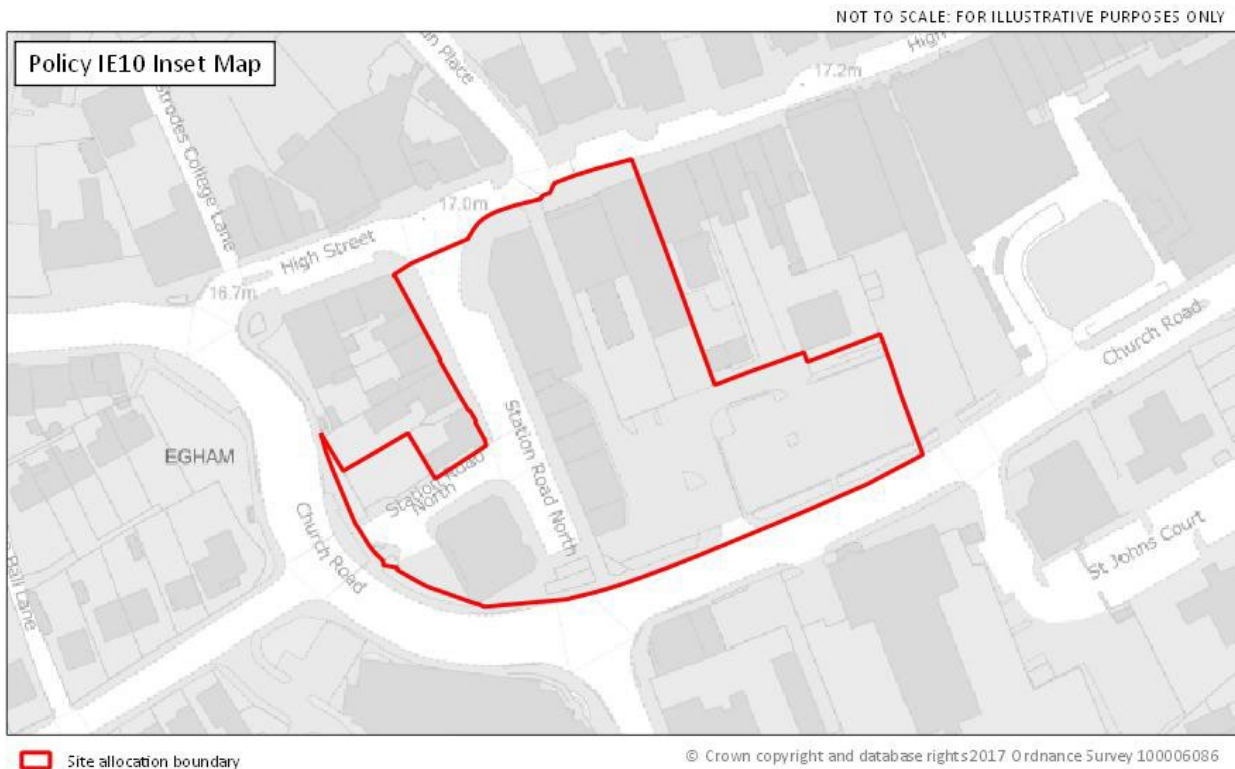
- a) Re-provision of existing commercial units
- b) The provision of a minimum of 45 (net) residential units

Due to the very severe constraints to using infiltration drainage and the lack of surface water drainage infrastructure in this part of the Borough, the drainage strategy that will be expected to be submitted with any application at the site will need to address these problems.

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.

This town centre allocation may also present opportunities to provide other town centre uses to meet identified needs.

## Policy IE10: Egham Gateway West Allocation



### Site ref and name

**Timing** | 2020-2022

### Development Requirements

This is a 0.8ha site in Egham Town Centre, which is strategically located on the main connection from Egham Train Station to the town centre. The redevelopment of the site provides an opportunity to improve this key gateway into the town through its built form and public realm improvements. It is expected that any development at the site will deliver a high quality mixed use development over the period of the Local Plan including:

- a) A minimum of 60-120 residential units\*
- b) A range of A class uses
- c) Approx. 1,450sqm of net D class floorspace
- d) A design which enhances this key focal point for residents, commuters and people visiting Egham

Due to the very severe constraints to using infiltration drainage and the lack of surface water drainage infrastructure in this part of the Borough, the drainage strategy that will be expected to be submitted with any application at the site will need to address these problems.

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.

This town centre allocation may also present opportunities to provide other town centre uses to meet identified needs.

\* 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. If student accommodation is not proposed, the higher figure of 120 residential units is to be applied as a minimum.

## Policy IE11: Strodes College Lane Allocation

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



Site ref and name	
<b>Timing</b>	2021-2023
<b>Development Requirements</b>	
<p>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:</p> <ul style="list-style-type: none"> <li>a) a minimum of 100* units of student accommodation</li> <li>b) development for Class A use* at ground floor level</li> </ul> <p>* Planning permission has been granted in February 2019 at the site, which accords with the level of development proposed through this allocation policy.</p> <p>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.</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>	

### Justification for inclusion of Policies IE7 to IE11

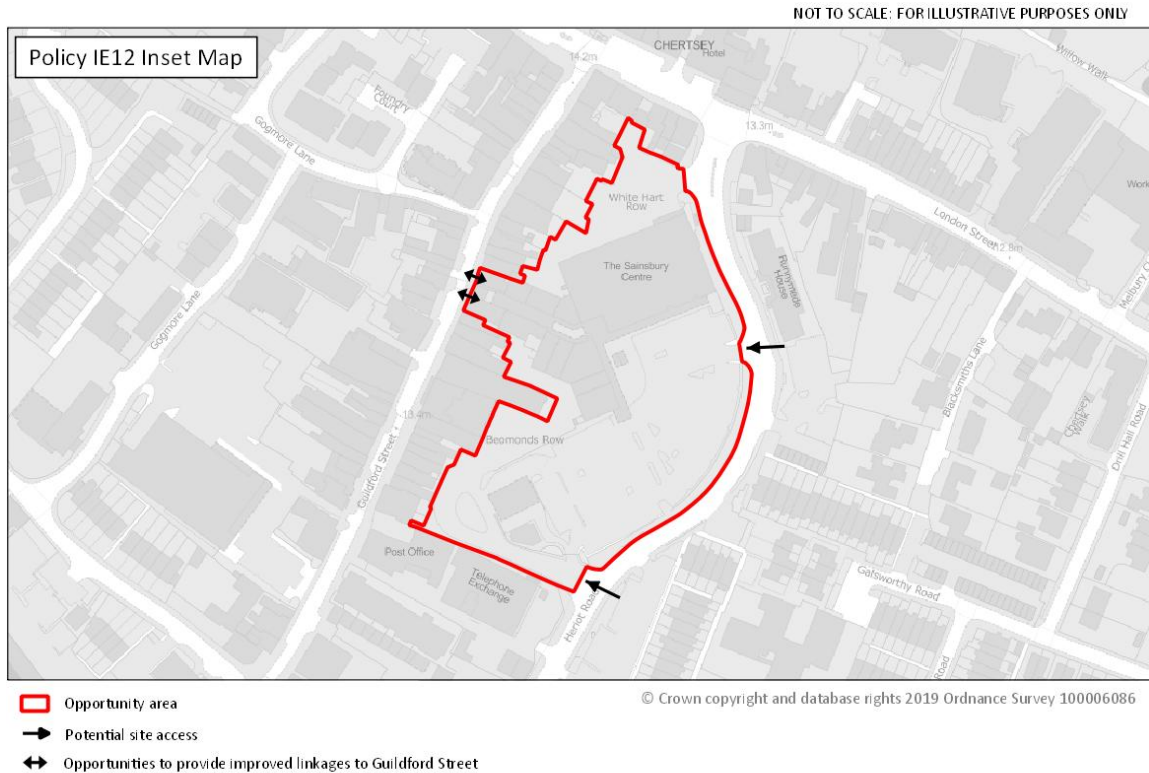
8.57 The NPPF advises that Local Plans should allocate a range of suitable sites to meet the scale and type of: retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres, with identified needs being met in full (please note that leisure uses 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).

8.58 Policies IE7 to IE11 seek to comply with Local Plan objectives 4 and 14.

## Policy IE12: Town Centre Opportunity Areas

The Council has identified a number of other sites within its town centres which have been identified as having development potential over the period of the Local Plan. The Council will work positively with landowners to bring these sites forward over the period of the Local Plan to meet identified development needs.

### Chertsey Opportunity Area: Sainsbury's and car park



#### Site ref and name

**Timing** | Post 2027

#### Development Opportunity

The Sainsbury's supermarket and parking site offers an opportunity for reconfiguration and redevelopment in the latter part of the Local Plan period to create a signature new retail offer within Chertsey made up of a new supermarket and range of other retail/A class units with the potential to provide stronger connections to Guildford Street. This would help bring increased footfall and spending to both parts of the town centre. Such a redevelopment would also present the opportunity to provide additional apartments (estimate of between 34-128) in this sustainable town centre location.

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.

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 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.

### High Street North Opportunity Area, Egham



Site ref and name	
<b>Timing</b>	Post 2025
<b>Development Opportunity</b>	
<p>This 2.5ha area to the north of the High Street is considered to have potential for redevelopment opportunities over the period of the Local Plan incorporating the underutilised yards serving the existing units which front the High Street. The redevelopment of the supermarket site is also a potential opportunity. Consolidation of the parking area could be considered as part of any regeneration schemes in the area. It is estimated that the site could deliver in the region of 50 residential units.</p> <p>In the design of any scheme, special regard will need to be paid to the flood risks which exist in parts of the site and 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. This should be considered in the design of any development proposal at the site.</p>	





## Local Centres

- 8.61 The Borough's local centres perform a more limited role than the town centres, acting as the focus for convenience and service uses that serve their immediate communities. They are all different in terms of their size and the precise role they play in the life of their communities, but in general they include a range of small shops serving a localised catchment. Typically, they may include a convenience store, newsagent, sub-post office, pharmacy, hot-food takeaway as well as various local services. Virginia Water and Woodham/New Haw also benefit from the presence of railway stations which sit respectively on the Windsor line between London Waterloo and Reading and the South West mainline.
- 8.62 The local centres identified in Policy 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 services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local populations.

### **Policy IE13: Local Centres**

Local centres defined on the Policies Map will be supported to provide a range of services for their local communities, mainly serving specialist local needs or the immediate day to day needs of their local area.

Development proposals for A1 use (shops) within the Primary Shopping Areas of local centres will be supported, particularly within the Primary Shopping Frontages as defined on the Policies Map. Non-retail uses and services (use classes A2 to A5) will also be supported within the Primary Shopping Frontages provided the overall function of the centre and opportunities for customer choice are maintained.

Development proposals for town centre uses in Secondary Shopping Frontages defined on the Policies Map will be supported where they contribute to the function and viability and vitality of the Secondary Shopping Frontages.

The scale of development that will be appropriate in local centres will be determined by reference to the scale and function of the centre in question. Development proposals should not be of such a scale that they would elevate the centre to a higher level in the retail hierarchy.

Development proposals for residential use on upper floors in local centres will be supported.

### **Justification for inclusion of policy**

- 8.63 This policy draws on the findings of the Council's 2017 CHR, which categorises the roles of existing centres in the Borough by taking into account their differing sizes, offer, functions and accessibility by sustainable transport modes; and the Council's 2017 Town and Local Centres Boundaries report. This defines the boundaries of the local centres, as well as their defined primary shopping area and primary and secondary shopping frontages. Policy IE12 seeks to provide flexibility to cope with changing retail patterns of retail development and other town centre uses, whilst also seeking to enhance the vitality and viability of the Borough's local centres.
- 8.64 This policy seeks to comply with Local Plan objective 4.

## **Shops and parades outside of defined centres**

- 8.65 There are numerous small parades and individual shops outside the defined centres located throughout the Borough. These individual shops and small parades can play a vital role in their local community by providing convenient access to day to day requirements and may be the sole accessible store for less mobile residents. Given their importance to the local population, these individual shops and parades will be supported where they provide an important community benefit.

### **Policy IE14: Shops and parades outside defined centres**

Development proposals that enhance the community function of shops and parades located outside centres defined on the Policies Map will be supported.

Where it is proposed to change the use of a shop outside a centre, the applicant will be expected to accompany their application with a robust assessment of its value to the local community. If the shop fulfils a function or benefit to the local community, development proposals must provide credible and robust evidence of at least 6 months marketing for retail use before an alternative use will be considered.

Where evidence suggests that a shop does not fulfil a function or benefit for the local community, or where a community benefit exists to changing the use of a shop to another use, marketing evidence will not be required.

Where there is a sustained high level of vacancy with more than 50% of the units in a parade having been vacant for more than twelve months, residential or other uses at ground floor level may be considered.

### **Justification for inclusion of policy**

- 8.66 It is important that the community function of shops is supported. This policy takes a cautious approach towards the loss of small parades and individual shops, to ensure that the needs of communities can continue to be met in the future, but allows for change of use when the use of the shop to the local community can no longer be demonstrated.
- 8.67 Where a parade is suffering from a significant proportion of vacant property, it is appropriate to plan flexibly and positively for the future of the area and facilitate alternative uses. With this in mind, special considerations will apply in situations of sustained high levels of vacancy.
- 8.68 This policy seeks to comply with Local Plan objective 4.

## Glossary

**Additional Sites and Options (ASO) document:** Published in May 2017, this document set out amendments to the preferred approaches as originally put forward in the Issues Options and Preferred Approaches (IOPA) document and was used as the basis for an additional round of public consultation under Regulation 18 of the Town and Country Planning (Local Planning)(England) Regulations 2012. It put forward further allocations for housing, a reassessment of the capacity of preferred allocations consulted on in the IOPA document and an adjustment of a number of assumptions factored into the Council's evidence base relating to housing supply.

**Aggregates Recycling Joint Development Plan Document (ARJDPD):** This document sets out proposals with regard to the provision of aggregates recycling facilities across Surrey for the period to 2026. It was adopted in February 2013.

**Air Quality Management Areas (AQMAs):** The Council is required to carry out regular reviews and assessments of air quality in the Borough. Areas which do not meet national air quality objectives must be designated as AQMAs and a plan put in place to improve the air quality in that area.

**Areas of High Archaeological Potential (AHAPs):** An Area of High Archaeological Potential is a defined area where it is strongly suspected that there is an increased likelihood of archaeological remains (finds or features) being revealed should ground disturbance take place. It is a local Designation prescribed by a County Council and adopted by District and Borough Authorities for use within their Local Plans. The areas have been selected on the basis of archaeological, historic or cartographic information held by the County Council in their Historic Environment Record (HER).

**BOA – Biodiversity Opportunity Area (BOA):** A BOA is a regional priority area providing opportunity for the restoration and creation of priority habitats (a national designation recognising habitats of principal importance for the conservation of biological diversity in England). BOAs are a spatial representation of where priority habitat restoration would be best located to create, protect and enhance networks of biodiversity.

**Catchment Flood Management Plan (CFMP):** Catchment Flood Management Plans have been produced by the Environment Agency to establish and plan flood risk management policies which will deliver long term sustainable flood risk management. They typically consider all types of inland flooding (ground water, rivers, surface water and tidal).

**Centre Hierarchy report (CHR):** This categorises the roles of existing centres in the Borough taking into account their differing sizes, offer, functions and accessibility by sustainable transport modes.

**Clinical Commissioning Group (CCG):** Clinical Commissioning Groups were created in 2012 and are clinically-led statutory National Health Service bodies responsible for the planning and commissioning of health care services for their local area. They replaced Primary Care Trusts.

**Community Infrastructure Levy (CIL):** The Community Infrastructure Levy is a planning charge, introduced as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It allows local authorities to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development.

**Corporate Business Plan (CBP):** The Corporate Business Plan is the Council's highest-level strategic document covering a defined period. It sets out where Runnymede Borough Council is as an organisation, where it wants to be at the end of the plan period and how it intends to get there. All other strategies and plans produced by the Council feed into the Corporate Plan and it provides their overarching direction.

**County sites of Archaeological Importance (CSAI):** A County Site of Archaeological Importance is a known archaeological heritage asset within Surrey that is important in either a National or Regional context and should be preserved.

**Defence Evaluation and Research Agency (DERA):** This was part of the UK Ministry of Defence between 1995 and 2001. It comprised the Royal Aerospace Establishment, the Admiralty Research Establishment, the Royal Armament Research and Development Establishment and the Royal Signals and Radar Establishment, which were based at various sites around the UK.

**Duty to Cooperate (DtC):** The Duty to Cooperate was introduced by the Localism Act 2011 to replace Regional Strategies. It places a legal duty on all local planning authorities and other public bodies to work together constructively, actively and on an ongoing basis in the planning of cross boundary issues.

**Dwellings per annum (dpa):** This is the number of homes built or to be built in a year.

**Employment Land Review (ELR):** A study to assess the demand and supply of land for employment including the suitability of sites across a particular area.

**Functional Economic Area (FEA):** The spatial level at which the relevant economy and its key markets operate.

**General Permitted Development Order (GPDO):** This document sets out a number of classes of more minor development that are granted planning permission without the need to make a specific application to the Local Planning Authority, subject to exceptions, limitations and conditions set out in the Order.

**Gypsy and Traveller Accommodation Assessment (GTAA):** This is a document which establishes the accommodation needs for Gypsy and Travellers in a specified area.

**Habitats Regulation Assessment (HRA):** The Habitats Regulation Assessment is a series of stages of assessment on the implications of any plans or projects that may be capable of affecting the designated features of a designated European site.

**Heathrow Strategic Planning Group (HSPG):** The group consists of a range of public bodies and stakeholders responsible for the area most directly impacted by the future operation of Heathrow Airport, and who wish to work together to achieve shared objectives.

**Historic Environment Record (HER):** This is a record of information relating to all aspects of the historic environment within an administrative area. The Surrey HER is maintained by Surrey County Council.

**Housing Market Area (HMA):** A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work.

**Infrastructure Delivery Plan (IDP):** The Infrastructure Delivery Plan analyses and assesses existing infrastructure provision and shortfall and identifies the existing and future needs and demands to support new development and a growing population.

**Infrastructure Needs Assessment (INA):** An Infrastructure Needs Assessment identifies the infrastructure needed to support and underpin a strategy or plan.

**Issues, Options and Preferred Approaches (IOPA):** This document was published in September 2016 and was the first stage of the Local Plan preparation process. The IOPA document set out the issues that the Council consider are facing Runnymede over the next 20 years, the potential options for dealing with the issues what the Council think the preferred approach/strategy should be. It formed the basis for public consultation under Regulation 18 of the Town and Country Planning (Local Planning)(England) Regulations 2012.

**Joint Strategic Partnership (JSP):** This is a partnership established between local authorities that surround the Thames Basin Heaths Special Protection Area plus other partners to plan for the long-term protection of the SPA.

**Local Enterprise Partnership (LEP):** A Local Enterprise Partnership is a partnership between local authorities and businesses established for the purpose of creating or improving the conditions for economic growth in an area.

**Local Green Space (LGS):** The National Planning Policy Framework (NPPF) introduced the concept of a Local Green Space designation. It is a discretionary designation which can be made by inclusion in a Local or Neighbourhood Plan as a means of providing communities with a way of protecting local green areas.

**Local Green Space Assessment (LGSA):** This document sets out the Council's intended approach to identifying, assessing and making recommendations on sites that could be designated as Local Green Space within the Borough.

**Local Nature Reserves (LNRs):** A Local Nature Reserves is created by a Local Authority are places with wildlife or geological features that are of special interest locally.

**Local Planning Authority (LPA):** A Local Planning Authority undertakes the town planning function at the local level (except minerals and waste planning which is undertaken at a County Council level).

**Local Strategic Statement (LSS):** An agreement signed by a number of parties to work together on strategic issues of cross boundary significance.

**Longcross Garden Village (LGV):** Comprises four sites; Longcross North, Longcross South, Longcross Barracks and Chertsey Common (SANG). This site has been granted 'Garden Village' status and is expected to deliver a minimum of 1,700 net additional dwellings.

**Lowest Observed Adverse Effect Level (LOAEL):** This is the level of noise exposure above which adverse effects on health and quality of life can be detected.

**Surrey Local Transport Plan (LTP3):** Surrey's third Local Transport Plan. Sets out a number of strategies and objectives to improve travel and transport across Surrey.

**Ministry of Housing, Communities and Local Government (HCLG):** The UK Government department for housing, communities and local government in England.

**Memorandums of Understanding (MoU):** A nonbinding *agreement* between two or more parties outlining the terms and details of an *understanding*, including each parties' requirements and responsibilities.

**National Nature Reserve (NNR):** Established to protect important habitats, species and geology of National Importance.

**National Planning Policy Framework (NPPF):** The National Planning Policy Framework sets out the government's planning policies for England.

**Neighbourhood Development Plans (NDPs):** A plan prepared by a Town/Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**Noise Policy Statement for England (NPSE):** Government's long-term noise policy to promote good health and a good quality of life through the management of noise.

**Office for National Statistics (ONS):** The UK's largest independent producer of official statistics and the recognised national statistical institute of the UK.

**Open Space Study (OSS):** This type of study tends to define the nature and distribution of open spaces in a given area and identifies the classifications and broad locations where there is under provision, or where the quality could be improved. An Open Space Study will normally make recommendations to address trends of deficits and cater for sustainable growth.

**Planning Policy for Traveller Sites (PPTS):** Government planning policy for traveller sites which should be read in conjunction with the National Planning Policy Framework.

**Planning Practice Guidance (PPG):** An online resource that sets out the government's planning guidance on a range of issues.

**Regional Strategy (RS):** Regional level planning frameworks for the regions of England outside London. They were introduced in 2004. Their revocation was announced by the new Conservative/Liberal Democrat government in July 2010.

**Registered Providers (RPs):** Defined in section 80 of the Housing and Regeneration Act (2008), registered providers include local authority landlords and private registered providers (such as not-for-profit housing associations and for-profit organisations).

**River Thames Scheme (RTS):** A proposed programme of projects and investment with the aim of reducing flood risk in communities near Heathrow between Datchet and Teddington. Part of the River Thames Scheme 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.

**Road Investment Strategy (RIS):** This national document outlines the long-term programme for the country's motorways and major roads with the stable funding needed to plan ahead.

**Royal Holloway University of London (RHUL):** This is a university located in the Borough of Runnymede.

**Significant Observed Adverse Effect Level (SOAEL):** This is the level of noise exposure above which significant adverse effects on health and quality of life occur.

**Site of Nature Conservation Importance (SNCI):** Designations used by local authorities in the United Kingdom for sites of substantive local nature conservation and geological value.

**Site of Special Scientific Interest (SSSI):** Sites protected by law to conserve their wildlife or geology.

**Site Selection Methodology & Assessment (SSMA):** This is part of Runnymede Borough Council's evidence base which underpins the Local Plan. The document sets out the methodology which has been followed to identify the most appropriate land for allocation in the Local Plan to meet identified development needs.

**Small and Medium Enterprise (SMEs):** A company is defined as an SME if it meets two out of the following three criteria: it has a turnover of less than £25m, it has fewer than 250 employees, it has gross assets of less than £12.5m.



**South East Plan (SEP):** The Regional Spatial Strategy for the South East of England which was adopted in May 2009 and set out a vision for the future of the region to 2026. It outlined how the region would respond to challenges such as housing, the economy, transport and protecting the environment. It was partially revoked in February 2013, with the exception of Policy NRM6: Thames Basin Heath SPA which remains in force.

**Southern Rail Access (SRA):** A potential direct rail connection to Heathrow Airport from the area to the south.

**Special Area of Conservation (SAC):** Sites that have been adopted by the European Commission and formally designated by the government of each country in whose territory the site lies. They form part of a European network of important high-quality conservation sites that make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the European Commission's Habitat Directive (as amended).

**Special Protection Area (SPA):** Sites which are strictly protected and classified in accordance with the European Commission's Birds Directive which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Birds Directive), and for regularly occurring migratory species for rare and vulnerable birds and for other migratory species.

**Statements of Common Ground (SoCG):** For Local Plan making purposes, a Statement of Common Ground is a written record of the progress made by strategic plan making authorities during the process of planning for strategic matters across local authority boundaries. It documents where effective co-operation is and is not happening and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. In the case of local planning authorities (including County Councils), it is also evidence that they have complied with the duty to cooperate.

**Statement of Community Involvement (SCI):** For a local planning authority, this is a document which sets out it is intended to involve the community and stakeholders in the planning process.

**Strategic Access Management & Monitoring (SAMM):** In the context of Runnymede, this is a financial contribution sought from certain types of new development in the Borough which goes towards access management of the Thames Basin Heaths Special Protection Area and towards monitoring this and the effectiveness of Suitable Alternative Natural Green Spaces.

**Strategic Employment Areas (SEAs):** These are five designated employment areas that are designated in the Runnymede 2030 Local Plan and which make up the Borough's current core supply of employment land.

**Strategic Highway Assessment Report (SHAR):** This is part of the evidence base which underpinned the preparation of the Runnymede 2030 Local Plan. Its overall aim was to help inform the decision making surrounding the suitability of potential development sites which had been identified, and highlighted junctions and sections of roads to focus mitigation solutions.

**Strategic Housing Market Assessment (SHMA):** A document which aims to identify the objectively assessed housing needs across a defined Housing Market Area, as well as considering the need for different types of housing and the housing needs of different groups within the community.

**Strategic Land Availability Assessment (SLAA):** An assessment which identifies a future supply of land in a given area that is suitable, available and achievable for housing and other types of development.

**Suitable Alternative Natural Greenspace (SANG):** This is the name given to the green spaces that are of a quality and type suitable to divert potential visitors away from the Thames Basin Heaths Special Protection Area.

**Surrey County Council (SCC):** The county council administering certain services in the non-metropolitan county of Surrey.

**Surrey Infrastructure Study (SIS):** This is a study produced and updated by Surrey County Council which provides a 'snap-shot' at a specified point in time reflecting the position across the County in terms of anticipated growth patterns, the infrastructure projects required to support growth, their costs and anticipated funding at both county and borough/district levels.

**Surrey Local Nature Partnership (SyNP):** One of 48 Local Nature Partnerships mandated by Government in 2012 to provide a strategic, co-ordinating role for all those with an interest in the natural environment in Surrey.

**Surrey Minerals Plan (SMP):** This is a suite of documents which provide the blueprint for future mineral extraction in Surrey and which are part of the development plans of the Boroughs and Districts in Surrey.

**Surrey Waste Plan (SWP):** The Surrey Waste Local Plan sets out the planning framework for the development of waste management facilities in Surrey.

**Sustainability Appraisal (SA):** A sustainability appraisal is a systematic process that must be carried out during the preparation of a Local Plan. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

**Sustainable Drainage Systems (SuDS):** Surface water drainage methods that take account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity are collectively referred to as Sustainable Drainage Systems (SuDS).

**Thames Basin Heath Special Protection Area (TBHSPA):** Designated on 9th March 2005, the Thames Basin Heaths Special Protection Area forms part of Natura 2000, a European-wide network of sites of international importance for nature conservation established under the European Community Wild Birds and Habitat directives. It comprises lowland heath supporting important populations of Dartford Warbler, Nightjar and Woodlark - vulnerable ground-nesting birds. It extends over 11 local authorities in Surrey, Berkshire and Hampshire.

**The American School in Switzerland (TASIS):** A family of international schools accepting day and boarding students from Pre-Kindergarten to Postgraduate. The TASIS England campus is located in the village of Thorpe which is within Runnymede.

**Town and Country Planning Act (TCPA):** An act of the United Kingdom Parliament regulating the development of land in England and Wales.

**Town and Local Centres Study (TLCS):** This document is part of the evidence base for the Runnymede 2030 Local Plan which sets out the quantitative and qualitative needs for retail and leisure development in the Borough over the period of the Local Plan.

**Transport for the South East (TfSE):** This is an umbrella organisation of 16 transport authorities and five local enterprise partnerships to enable future transport schemes to be integrated more smoothly across the South East of England.

**Tree Preservation Order:** An order made by a local planning authority in England to protect specific trees, groups of trees or woodlands in the interests of amenity.

**Water Framework Directive (WFD):** An EU directive establishing a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. The directive committed European Union member states to achieve good qualitative and quantitative status of all water bodies by 2015.

## Appendix A: Monitoring Framework

Objective	Indicator	Target	Delivery Mechanism
1) To protect and improve the health and well-being of the population, reduce health inequalities and improve the quality of people's lives through developing healthier and safer communities and improving life chances;	Net number of dwellings completed in monitoring year to Building Regulations Part M4(2) or M4(3) (excluding Longcross Garden Village)	Achieve standards set out in Policy SD7	Site Allocations
	Net loss/gain of playing pitches (ha) over Local Plan period (running total)	Achieve no net loss (ha) of playing pitches over plan period.	Development Management Process
	Number of permissions with Construction Management Plan or Construction Environmental Management Plan	No Target - Contextual	Building Regulations
	Number of dwellings completed contrary to minimum internal space standards	Achieve no development contrary to minimum internal space standards	
2) To support the delivery of at least 7507 additional homes in Runnymede in the period 2015-2030 (an average of 500 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;	Commencement of development at allocated sites	Development to commence as specified in Policy SD2.	Site Allocations
	Plan period net housing target (running total)	Achieve 7,507 dwellings over plan period	Development Management Process
	Net additional dwellings completed in previous years	N/A	RBC Housing Strategy
	Net additional dwellings in monitoring year	Achieve annualised housing target or in line with housing trajectory	Site Allocations
	Net additional dwellings in future years	In line with housing trajectory	SCC/NHS strategy
	Managed delivery target	In line with housing trajectory	
	Net number of dwellings completed by location over plan period (running total)	In line with spatial strategy Policy SD1	

Objective	Indicator	Target	Delivery Mechanism
	Size of market and affordable units completed by number of bedrooms by type (net running total)	Achieve SHMA Housing Mix for market & affordable dwellings	
	Number of Affordable Units completed by type/tenure (net running total)	Over the lifetime of the Local Plan achieve 30% of dwellings as affordable split:  70% Social/Affordable Rent 30% Discounted Market	
	Number of net additional Gypsy/Traveller pitches and Travelling Showpeople plots completed over plan period (running total)	Provide 87 pitches/plots up to 2021/22; and  Provide 15 pitches/plots in rest of plan period	
	Net number of student & C2 units or bed spaces completed over plan period (running total)	No target for students – Contextual  Achieve C2 accommodation over plan period as:  60 units of extra care 126 nursing bedspaces 96 residential bedspaces	
	Net number of self & custom build units completed over plan period (running total)	To meet the needs of the Council's register	

Objective	Indicator	Target	Delivery Mechanism
3) To continue to support the improvement of local leisure activities that are accessible to all;	Net floorspace (sqm) lost/gained for tourism and leisure uses over plan period for use classes C1 and D2 (running total).	No target - Contextual	Development Management
4) To ensure Runnymede's communities are supported by new or enhanced community and other infrastructure services and facilities, including a range of sustainable and active travel choices;	List of infrastructure projects completed in monitoring year.	Achieve delivery in accordance with the IDP	Developer & other funding contributions
	Net floorspace (sqm) of social, community or cultural use lost/gained over plan period (running total)	Achieve no net loss of social, community or cultural floorspace.	Development Management Process
5) To deliver a garden village at Longcross which achieves a sustainable community capable of meeting its own day to day service needs and which offers a choice of sustainable and active travel modes.	Commencement of Development	1 <sup>st</sup> Phase of Development on south site to commence by 2020/2021	Development Management Process
	Net additional dwellings completed (running total)	A minimum of 1,700 phased in accordance with village masterplan	
	Number of Affordable Units Completed by Tenure (running total)	Achieve 35% overall as: 70% social/affordable rent 30% discounted market housing	
	Number of dwellings completed to Building Regulations Part M4(2) and Part M4(3)	95% to achieve Part M4(2) 5% to achieve Part M4(3)	

Objective	Indicator	Target	Delivery Mechanism
	Number of specialist housing units completed (running total) for:  Self/custom build  Gypsy/Traveller pitches  C2 or sheltered units	On completion of development achieve:  5% of non-specialist housing as custom/self-build units  At least 10 plots for Travelling Show People  60 units of Extra Care accommodation	
	Total (gross) commercial/community (Use Classes A, B, C1, D1 & D2) floorspace (sqm) completed (running total)	79,025sqm B use Class 36,000sqm Data Centre  Local and community facilities broken down by use class (subject to negotiation)	
	Amount of Green Infrastructure Completed (ha) for (running total):  Allotments & food production Outdoor sports facilities/pitches Formal/informal playspace Amenity space Biodiversity improvement/green corridor SANG	Achieve 40% of site area as Green Infrastructure (includes private amenity space)	

Objective	Indicator	Target	Delivery Mechanism
	Implementation of Infrastructure by type	Delivery of 2FE primary school with early years  On and off-site transport infrastructure delivery (as negotiated), including compliance with any agreed phasing strategy at the site.	
	Traffic generation	Compliance with traffic generation targets as agreed through the planning application.	
6) To increase resilience to climate change, including flood risk, to reduce greenhouse gas emissions and promote water efficiency and the use of renewable and low carbon energy;	Net number of dwellings completed in monitoring year with water efficiency standards of 110 litres per person per day.	Achieve 80% of dwellings with water efficiency standards of 110 litres per person per day.	Site Allocations  Development Management Process  Building Regulations
	Net number of developments permitted in plan period required to install renewable, decentralised or low carbon technologies (running total)	Achieve compliance with Policy SD8	
	Net number of residential units or commercial floorspace (sqm) granted planning permission against Environment Agency flood advice in monitoring year.	Achieve no net additional dwellings or commercial floorspace against Environment Agency advice	
	Number of planning applications or appeals allowed against policy EE13 in monitoring year.	Achieve no planning applications or appeals granted contrary to EE13	



Objective	Indicator	Target	Delivery Mechanism
7) To protect the Borough's soil, mineral and groundwater resources by making the most efficient use of land, reduce air, land and noise pollution and improve water quality;	Number of dwelling units completed with active electrical vehicle charging points; and	Achieve active electrical vehicle charging points in line with SCC Parking Guidance.	Development Management Process  Air Quality Strategy  Contamination Land Inspection Strategy
	Number of active electrical vehicle charging points implemented in commercial development of 1,000sqm or in public car parks		
	Amount of contaminated land (ha) remediated through development in plan period (running total)	No Target – Contextual	
	Number of applications refused in monitoring year where a reason for refusal is noise.	Achieve compliance with Policy EE2	
	Number of applications permitted in monitoring year contrary to the Council's Air Quality Strategy	Achieve no permissions granted contrary to Air Quality Strategy	
	Average density of residential development completed in urban areas within monitoring year (whole site)	Achieve average density no less than 30dph	
8) To protect and enhance the Borough's heritage assets, both designated and non-designated and promote their use as part of the Council's leisure and tourism offer;	Number of heritage assets on Historic England Heritage at Risk Register	Achieve no additional heritage assets on Risk Register over plan period	Development Management Process
	Number of buildings or structures added or deleted from the Local List over plan period (running total)	No target - Contextual	

Objective	Indicator	Target	Delivery Mechanism
	Net gain or loss of land (ha) within Conservation Areas (running total)	Achieve no net loss of land (ha) within Conservation Areas over plan period.	
	Number of archaeological finds associated with new development	No target - Contextual	
9) To protect and enhance the Borough's biodiversity, habitats and species and to contribute to net gains in biodiversity;	Condition and extent (ha) of SSSI Units within Runnymede in monitoring year.	Achieve PSA target of 95% SSSIs units in favourable or unfavourable recovering status and achieve no net loss of land area (ha) of designated sites over plan period	TBH JSPB SSSI Management Plans SNCI Management Plans Development Management Process
	Condition and Extent (ha) of Sites of Nature Conservation Importance (SNCI) and Local Nature Reserves in monitoring year.	Achieve 100% of SNCIs in 'favourable' status over plan period and achieve no net loss of land area (ha) over plan period.	
	Number of developments completed with biodiversity enhancements in monitoring year.	No target - Contextual	
	Amount of SANG (ha) delivered over plan period (running total)	Deliver sufficient SANG capacity to enable delivery of Local Plan housing targets (to be reviewed annually).	

Objective	Indicator	Target	Delivery Mechanism
	SANG capacity (number of dwellings)	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	
	Number of new Tree Preservation Orders made in monitoring year.	No target-contextual	
10) To protect and enhance the Borough's most valued landscapes and its green spaces as well as the general extent of the Green Belt;	Net loss/gain of existing GI (ha) over plan period (running total) for: -  Open space comprising informal & formal playspaces, parks & gardens, allotments and community gardens and Local Green Space.	Achieve no net loss (ha) of GI over plan period.	Site Allocations  Development Management Process
11) Revitalising areas in need of physical improvement and proactively seeking opportunities for	Number of applications refused/appeals dismissed in monitoring year with design a reason for refusal	100% refusal of development not in accordance with adopted design codes	Development Management Process

Objective	Indicator	Target	Delivery Mechanism
regeneration to assist with place shaping and the enhancement of the built environment.	Number of permissions granted with loss of trees covered by Tree Preservation Orders in monitoring year.	Achieve no net loss of trees covered by TPOs	
12) To maintain the economic role of Runnymede in the wider area and sustain economic growth and competitiveness by protecting the most valued employment sites and supporting development of the Borough's Enterprise Zone at Longcross Park.	Commencement of development and net floorspace (sqm) completed by type at Byfleet Road Employment Allocation (running total)	Development to commence by 2023  Achieve in the region of 20,000sqm B1c/B8 floorspace	Site Allocations  Development Management Process
	Net amount of B use class employment floorspace (sqm) lost/gained through completions by type within monitoring year at: - Strategic Employment Areas (excluding Longcross Enterprise Zone monitored through objective 5)	Achieve no net loss of B Class employment floorspace in Strategic Employment Areas;	Development Management Process
13) To support projects which improve the integration of road and rail to reduce congestion and improve accessibility to a range of sustainable and active travel choices;	Number and details of active and sustainable travel projects implemented in monitoring year.	Schemes delivered in accordance with the IDP	IDP
	Number and details of highway improvement schemes implemented in monitoring year.	Schemes delivered in accordance with the IDP	Local Transport Plan Strategies
	Number of Travel Plans implemented in monitoring year.	No target - Contextual	LEP Local Growth Fund
	Number of applications permitted contrary to adopted parking standards	90% of qualifying applications to comply with adopted parking standards	Site Allocations  Development Management Process

Objective	Indicator	Target	Delivery Mechanism
	Number and details of Travel Plan remedial actions triggered during monitoring year.	Achieve no Travel Plans with remedial actions triggered during monitoring year.	Through liaison with Surrey County Council
14) To support the regeneration of Addlestone, Chertsey and Egham town centres to enhance their retail and leisure offer and to maintain the role of other centres in the Borough in meeting their community's day to day needs.	Net amount of floorspace lost/gained (sqm) by town centre in plan period (running total) for:  - A class floorspace (sqm);	Achieve:  Addlestone: 6,200sqm of net additional A class floorspace (sqm) by 2030  Chertsey: 1,140sqm of net additional A class floorspace (sqm) by 2030  Egham: No net loss of A class floorspace over plan period.	Site Allocations & Opportunity Areas  Development Management Process
	Percentage of total units in A1 retail use within Primary Shopping Frontages for town/local centres in monitoring year.	Maintain 65% of total units in A1 retail use within primary shopping frontages in each town centre	
	Percentage of total units in A1 retail use within Secondary Shopping Frontages for town/local centres in monitoring year.	Maintain 30% of total units in A1 retail use within secondary shopping frontages in each town centre	
	Number of residential units permitted on ground floor within Primary Shopping Frontage	Achieve no loss to residential in primary shopping frontages at ground floor level.	
	Number of A1 premises lost/gained outside of town/local centres in monitoring year	No target - Contextual	

Objective	Indicator	Target	Delivery Mechanism
	Number of planning permissions granted for out-of-centre retail developments greater than 500sq.m. (gross).	Achieve 100% refusal of schemes failing town centres sequential and impact tests	

**Appendix B: List of SLAA sites not already granted permission or allocated**

<b>SLAA Site ID</b>	<b>Site Name</b>	<b>Capacity</b>
30	CABI. Bakeham Lane	25
32	Coltscroft, Rosemary Lane	24
38	Thorpe Park Farm, Staines Road	20
59	Hurst Lane	10
132	Ledger Drive	12
143	Alwyn House, Windsor Street	35
154	Land at Howards Lane	6
167	Woburn Hill	10
169	Units 1 and 1a Downside, KT16 9DS	30
202	Pantiles, Almnors Road, Lyne	20
206	Trys Hill Farm, Lyne Lane	6
219	Villa Santa Maria, St Anns Hill, Chertsey	9
260	Sandhills and Lyne Lane	11
280	Garage site Trumps Green Rd	5
289	Webbs, The Green, Egham	14
303	Two Bridges Guildford Street Chertsey	13
319	9-11 Victoria Street, Englefield Green	10
322	Padd Farm	5
341	33 Station Road	15
	Estates Regeneration	170

## **Appendix C: Priority habitats and species in Runnymede**

### **Habitats & Species of Principal Importance (Priority habitats/species) in Runnymede**

#### **Habitats of Principal Importance**

Lowland heathland  
Lowland dry acid grassland  
Lowland meadows  
Lowland mixed deciduous woodland  
Lowland Beech & Yew woodland  
Wet woodland  
Wood-pasture & parkland  
Floodplain grazing marsh  
Reedbeds  
Lowland fens  
Rivers  
Eutrophic standing waters  
Ponds  
Hedgerows  
Traditional orchards  
Arable field margins  
Open mosaic habitats on previously developed land



## Species of Principal Importance

**Plants:** Chamomile, deptford pink\*, Greater water-parsnip, Glandular eyebright, Marsh stitchwort, Tubular water-dropwort

**Fungi/Lichens**<sup>32</sup>: Berkeley's earthstar\*, Bitter tooth, Frogbit smut, Fused tooth, Grey tooth, Mealy tooth, Oak polypore, Ridged tooth, Scaly tooth, Velvet tooth, Weathered earthstar\*, Woolly rosette, Zoned tooth (all fungi); *Caloplaca flavorubescens*\*, *Pyrenula nitida*\* (both lichens)

### Invertebrates:

*Butterflies/Moths:* Goat moth, Grayling, Silver-studded blue, Small heath, White-letter hairstreak, Clay fan-foot, Heart moth, False mocha, White-spotted pinion\*

*Others:* Queen's executioner (a beetle), Stag beetle, Two-tone reed beetle; Depressed river mussel, Southern iron blue mayfly, scarce brown sedge\* (a caddis fly)

### Vertebrates:

*Birds:* Bittern (non-breeding), Bullfinch, Cuckoo, Dunnock, Grasshopper warbler\*, Hawfinch, Lapwing, Lesser redpoll, Lesser spotted woodpecker, Linnet, Marsh tit, Nightjar, Skylark, Song thrush, Spotted flycatcher, Reed bunting, Tree pipit, Tree sparrow\*, Woodlark, Yellow wagtail\*, Yellowhammer

*Reptiles/Amphibians:* Adder, Common lizard, Grass snake, Slow-worm, Common toad, Great crested newt

*Mammals:* Brown long-eared bat, Harvest mouse, Hedgehog, Noctule bat, Otter, Soprano pipistrelle bat, Water vole\*

*Fish:* Atlantic salmon, Brown trout, European eel

\*= probably locally extinct.

---

<sup>32</sup> This list of nationally rare fungi & lichens has accumulated mainly from Windsor Great Park and forest area, with its large number of ancient 'Veteran' parkland trees.

**Appendix D: Saved 2001 Local Plan to be replaced and deleted by policies in the Runnymede 2030 Local Plan**

<b>Policy Number</b>	<b>Policy Title/Subject</b>	<b>Superseded by Policy or Policies</b> (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)
<b>GEN1</b>	The Pace of Development	Policy SD2: Site Allocations
<b>GB1</b>	Development within the Green Belt	NPPF and; 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
<b>GB2</b>	Thorpe Settlement in the Green Belt	Deleted
<b>GB4</b>	Dwellings for Agricultural and Forestry Workers	Policy EE19: Change of use of land in the Green Belt
<b>GB5</b>	Outdoor Sports & Recreation Facilities	Policy EE16: Outdoor Sport and Recreation in the Green Belt
<b>GB6</b>	Rebuilding of Dwellings and Residential Extensions in the Green Belt	Policy EE14: Extensions and Alterations to and Replacement of Buildings in the Green Belt
<b>GB7</b>	Re-use and Adaptation of Rural Buildings	Policy EE15: Re-use of Buildings in the Green Belt
<b>GB10</b>	Major Developed Sites in the Green Belt	Deleted

<b>GB12</b>	Wentworth	NPPF and; 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
<b>GB13</b>	Hurst Lane, Stroude	NPPF and; 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
<b>HO1</b>	Maximising Housing Potential	Policy SL21: Presumption against Loss of Residential; Policy EE1: Townscape & Landscape Quality
<b>HO2</b>	Conversion of Dwellings	Policy EE1: Townscape and Landscape Quality
<b>HO3</b>	Dwelling Type	Policy SL19: Housing Mix and Size Requirements
<b>HO4</b>	Housing Need	Policy SL20: Affordable Housing
<b>HO6</b>	New Housing Provision (post 2001)	Policy SD1: Spatial Development Strategy
<b>HO7</b>	Housing Provision post 2006 (Safeguarding)	Policy SD1: Spatial Development Strategy
<b>HO8</b>	Phasing of Housing Provision	Policy SD2: Site Allocations
<b>HO9</b>	New Housing Development	Policy EE1: Townscape and Landscape Quality
<b>HO10</b>	Non-Permanent Dwellings	Policy SD1: Spatial Development Strategy; EE1 Townscape & Landscape Quality
<b>LE1</b>	General Economic Policy	Policy IE2: Strategic Employment Areas; Policy IE3: Catering for modern business needs
<b>LE4</b>	Existing Economic Sites	Policy IE2: Strategic Employment Areas; Policy IE3: Catering for modern business needs

<b>SHO1</b>	General Level of provision	Policy IE5: Centre Hierarchy, sequential approach and impact assessment; Policy IE6: Town centre development; Policy EE15: Re-use of Buildings in the Green Belt
<b>SHO2</b>	Acceptable uses	Policy IE6: Town centre development
<b>SHO3</b>	Retail development within Core areas	Policy IE6: Town centre development
<b>SHO4</b>	Town Centres outside Core Areas	Policy IE6: Town centre development
<b>SHO5</b>	Local Shops	Policy IE13: Local Centres; Policy IE14: Shops and parades outside defined centres
<b>SHO7</b>	Uses within Class A3 (now A3 to A5)	Policy EE2: Environmental Protection
<b>TC1</b>	Town Centre Strategies	Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE9: Egham Gateway East allocation; Policy IE10: Egham Gateway West allocation; Policy IE12: Town Centre Opportunity Areas; Policy EE1: Townscape and Landscape Quality
<b>TC2</b>	Town Centres outside Revitalisation Areas	Policy IE6: Town centre development; Policy SD3: Active & Sustainable Travel; Policy SD4: Highway Design Considerations; Policy EE1: Townscape & Landscape Quality
<b>TC4</b>	Addlestone Revitalisation Area	Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD3: Active & Sustainable Travel; Policy SD4: Highway Design Considerations; Policy SD5: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality
<b>TC5</b>	High Street/Church Road, Addlestone	Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD3: Active & Sustainable Travel; Policy SD4: Highway Design Considerations; Policy SD5: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality
<b>TC6</b>	6-22 High Street, Addlestone	Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD3: Active & Sustainable Travel; Policy SD4: Highway Design Considerations; Policy SD5: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality

<b>TC7</b>	2-4 High Street/1-11 Station Road, Addlestone	Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD3: Active & Sustainable Travel; Policy SD4: Highway Design Considerations; Policy SD5: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality
<b>TC8</b>	13-21 Station Road/1 Crouch Oak Lane, Addlestone	Policy IE7: Addlestone East Allocation; Policy IE8: Addlestone West allocation; Policy IE6: Town centre development; Policy SD3: Active & Sustainable Travel; Policy SD4: Highway Design Considerations; Policy SD5: Infrastructure Provision & Timing; Policy EE1: Townscape & Landscape Quality
<b>MV3</b>	Transport Infrastructure Contributions	Policy SD5: Infrastructure Provision & Timing
<b>MV4</b>	Access and Circulation arrangements	Policy SD4: Highway Design Considerations
<b>MV5</b>	Access to Public Transport	Policy SD3: Active & Sustainable Travel
<b>MV7</b>	Rail Services	Policy SD3: Active & Sustainable Travel; Policy SD5: Infrastructure Provision & Timing
<b>MV9</b>	Parking Standards	Policy SD4: Highway Design Considerations
<b>MV12</b>	Servicing Arrangements	Policy SD4: Highway Design Considerations
<b>MV13</b>	Cyclists	Policy SD3: Active & Sustainable Travel; Policy SD5: Infrastructure Provision & Timing
<b>MV14</b>	Pedestrians	SD3: Active & Sustainable Travel; Policy EE1: Townscape and Landscape Quality; Policy SD5: Infrastructure Provision & Timing
<b>NE3</b>	Fragmentation of Agricultural Holdings	Policy SD3: Active & Sustainable Travel; Policy SD4: 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
<b>NE7</b>	Restoration (mineral sites)	Deleted & Replaced with Surrey Minerals Core Strategy Policy MC17
<b>NE8</b>	Areas of Landscape Importance	Policy EE1: Townscape & Landscape Quality
<b>NE10</b>	Landscape Problem Area	Policy EE1: Townscape & Landscape Quality
<b>NE11</b>	Countryside Management	Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure; Policy EE12: Blue Infrastructure

<b>NE12</b>	Protection of Trees	Policy EE1: Townscape and Landscape Quality; Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure
<b>NE13</b>	Tree Preservation Orders	Policy EE11: Green Infrastructure
<b>NE14</b>	Trees and Development Proposals	Policy EE1: Townscape and Landscape Quality; Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure
<b>NE15</b>	Landscaping Schemes	Policy EE1: Townscape and Landscape Quality
<b>NE16</b>	Sites of International and National Nature Conservation Importance	Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE10: Thames Basin Heaths Special Protection Area
<b>NE17</b>	County sites	Policy EE9: Biodiversity, Geodiversity and Nature Conservation
<b>NE18</b>	Enhancement of SNCIs	Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11 Green Infrastructure
<b>NE20</b>	Species protection	Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy EE11: Green Infrastructure; Policy EE12: Blue Infrastructure
<b>BE2</b>	Townscape character	Policy EE1: Townscape and Landscape Quality
<b>BE4</b>	Conservation Area Review	Policy EE3: Strategic Heritage Policy; Policy EE5: Conservation Areas
<b>BE5</b>	Development in Conservation Areas	Policy EE3: Strategic Heritage Policy; Policy EE5: Conservation Areas
<b>BE5A</b>	Demolition in Conservation Areas	Policy EE3: Strategic Heritage Policy; Policy EE5: Conservation Areas
<b>BE6</b>	Design guidance in Conservation Areas	Policy EE3: Strategic Heritage Policy; Policy EE5: Conservation Areas
<b>BE7</b>	Enhancement schemes in Conservation Areas	Policy EE3: Strategic Heritage Policy; Policy EE5: Conservation Areas
<b>BE8</b>	Historic Parks and Gardens	Policy EE3: Strategic Heritage Policy; Policy EE6: Parks and Gardens of Special Historic Interest
<b>BE9</b>	Proposals affecting Listed Buildings	Policy EE3: Strategic Heritage Policy; Policy EE4: Listed Buildings
<b>BE10</b>	Development affecting the setting of Listed Buildings	Policy EE3: Strategic Heritage Policy; Policy EE4: Listed Buildings
<b>BE11</b>	Listed Building demolition	Policy EE3: Strategic Heritage Policy; Policy EE4: Listed Buildings

<b>BE12</b>	Change of Use of Listed Buildings	Policy EE3: Strategic Heritage Policy; Policy EE4: Listed Buildings
<b>BE13</b>	Buildings of Local Architectural or Historic Interest	Policy EE8: Locally Listed and other Non-Designated Heritage Assets
<b>BE14</b>	Ancient Monuments and Sites of Archaeological Interest	Policy EE3: Strategic Heritage Policy; Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)
<b>BE15</b>	Areas of High Archaeological Potential	Policy EE3: Strategic Heritage Policy; Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)
<b>BE16</b>	Preservation and Recording of Archaeological Remains	Policy EE3: Strategic Heritage Policy; Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)
<b>BE17</b>	Chance archaeological finds	Policy EE3: Strategic Heritage Policy; Policy EE7: Scheduled Monuments, County Sites of Archaeological Importance (CSAIs) and Areas of High Archaeological Potential (AHAPs)
<b>BE18</b>	Control of Advertisements	Policy EE1: Townscape & Landscape Quality
<b>BE19</b>	Advertisement Guidelines	Policy EE1: Townscape and Landscape Quality; Policy EE4: Listed Buildings; Policy EE5: Conservation Areas
<b>BE21</b>	Horse Keeping and Riding	Policy EE1: Townscape and Landscape Quality; Policy SL25: Existing Open Space
<b>BE22</b>	Aircraft Noise	Policy EE2: Environmental Protection
<b>BE23</b>	Traffic Noise	Policy EE2: Environmental Protection
<b>BE24</b>	River Bourne Floodplain Land, Chertsey	Policy EE13: Managing Flood Risk
<b>BE25</b>	Access for the Disabled	Policy SD7: Sustainable Design; Policy EE1: Townscape and Landscape Quality
<b>R1</b>	General Provision	Policy SL25: Existing Open Space
<b>R2</b>	Playing fields and All-Weather Provision	Policy SL25: Existing Open Space; Policy SL26: New Open Space; Policy SL28: Playing Pitches
<b>R3</b>	Play Areas (in housing developments)	Policy SL26: New Open Space

<b>R4</b>	Recreation facilities (dual use)	Policy SD6: Retention of Social & Community Infrastructure; Policy SL1: Health and Wellbeing
<b>R5</b>	Mineral sites	Deleted & Replaced with Surrey Minerals Core Strategy Policy MC17
<b>R6</b>	River Thames Leisure Policy	Policy EE1: Townscape and Landscape Quality; Policy IE3: Catering for modern business needs; Policy IE4: The visitor economy
<b>R7</b>	Access to the River Thames	Policy SL25: Existing Open Space; Policy EE11: Green Infrastructure; Policy EE12: Blue Infrastructure
<b>R8</b>	Chertsey Meads	Policy EE9: Biodiversity, Geodiversity and Nature Conservation; Policy SL25: Existing Open Space; Policy EE11: Green Infrastructure
<b>R9</b>	Basingstoke Canal & Wey Navigation	SL25: Existing Open Space; Policy EE5: Conservation Areas; Policy SL1: Health and Wellbeing; Policy EE12: Blue Infrastructure
<b>R11</b>	Hotels and Guest Houses	Policy IE4: The visitor economy
<b>R12</b>	Runnymede Meadows	Policy IE4: The visitor economy; Policy EE3: Strategic Heritage Policy
<b>R16</b>	Amenity Space	Policy SL26: New Open Space
<b>SV1</b>	Land Drainage Systems	Policy EE13: Managing Flood Risk
<b>SV2</b>	Flooding	Policy EE13: Managing Flood Risk
<b>SV2A</b>	Water quality	Policy EE2: Environmental Protection; Policy EE12: Blue Infrastructure
<b>SV3</b>	Telecommunications	Policy EE1: Townscape and Landscape Quality
<b>SV4</b>	Satellite dishes/antennae	Policy EE1: Townscape and Landscape Quality; Policy EE3: Strategic Heritage Policy



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

Table 1: Housing Trajectory at 1<sup>st</sup> 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 1<sup>st</sup> 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														