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RUNNYMEDE LOCAL PLAN SA STATEMENT

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Statement**

Ref Runnymede Local Plan Sustainability Appraisal Statement

CONTENTS

1.	INTRODUCTION	1
2.	HOW ENVIRONMENTAL / SUSTAINABILITY CONSIDERATIONS HAVE BEEN INTEGRATED INTO THE PLAN	2
3.	HOW THE SA REPORT HAS BEEN TAKEN INTO ACCOUNT	5
4.	HOW OPINIONS EXPRESSED IN RESPONSE TO CONSULTATION ON THE SA REPORT HAVE BEEN TAKEN INTO ACCOUNT	7
5.	HOW THE LOCAL AUTHORITY MADE THE RELEVANT DOCUMENTS AVAILABLE	9
6.	THE REASONS FOR CHOOSING THE PLAN OR PROGRAMME AS ADOPTED, IN THE LIGHT OF THE OTHER REASONABLE ALTERNATIVE OPTIONS DEALT WITH	10
7.	THE MEASURES THAT ARE TO BE TAKEN TO MONITOR THE SIGNIFICANT SUSTAINABILITY EFFECTS OF THE IMPLEMENTATION OF THE PLAN OR PROGRAMME	11
	APPENDIX 1: SCREENING OF THE INSPECTORS MODIFICATIONS	12

1. INTRODUCTION

This Sustainability Appraisal (SA) Statement forms the final output from the SA of the Runnymede Local Plan. The Runnymede Local Plan has been subject to an integrated SA and Strategic Environmental Assessment (SEA) (hereafter referred to as SA) in line with the requirements of **Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004**.

The Runnymede Local Plan was adopted on 16th July 2020 and can be found [here](#). The Local Plan as adopted, and a copy of this statement may be viewed on the Council's website at the above link. Hard copies are also available by post upon request to anyone without internet access. Once the COVID 19 lockdown restrictions are lifted, a hard copy of the adopted Local Plan and a copy of this statement may be viewed, without charge at the offices of Runnymede Borough Council, Runnymede Civic Centre, Station Rd, Addlestone KT15 2AH.

Under the terms of Section 16(4) of the regulations quoted above, when a plan is adopted, a statement must be produced summarising:

- How environmental / sustainability considerations have been integrated into the plan (See Section 2);
- How the SA report has been taken into account (See Section 3);
- How opinions expressed in response to consultation on the SA report have been taken into account (See Section 4);
- How the Local Authority made the relevant documents available (See Section 5);
- The reasons for choosing the plan as adopted, in the light of the other reasonable alternative options dealt with (See Section 6); and
- The measures that are to be taken to monitor the significant sustainability effects of the implementation of the plan or programme (See Section 7).

2. HOW ENVIRONMENTAL / SUSTAINABILITY CONSIDERATIONS HAVE BEEN INTEGRATED INTO THE PLAN

The Runnymede 2030 Local Plan is the key document that provides the framework to guide future development in the Borough of Runnymede. The Runnymede Local Plan was prepared with a presumption in favour of sustainable development as embodied in the National Planning Policy Framework (NPPF). The Local Plan integrates environmental / sustainability considerations into all sections of the plan, for example:

- The Council has set out a strategy for sustainable development at the beginning of the plan (see Section 5). This outlines how the plan addresses the different dimensions of sustainable development and how the Council has considered sustainable development in its development strategy and key decisions around meeting identified housing and other development needs and protecting the environment;
- The Local Plan's vision begins by addressing sustainable growth as follows: "By 2030 Runnymede will be a Borough which has effectively balanced its competing environmental, social and economic pressures by delivering sustainable growth";
- The Local Plan includes 14 objectives, all of which are related to an aspect of sustainable development; and
- All of the policies and proposals have been formulated to advance these strategic objectives, and to secure sustainable development through the implementation of the Local Plan.

In addition, an independent check of the Local Plan has occurred through the SA, with SA being prepared at every stage of the plan (please see Table 2.1 for a summary of the process and details of the reports that have been produced). This includes testing of a range of reasonable alternatives.

Table 2.1: Local Plan SA documents
SA Scoping (Draft: September 2014 / Final December 2017)
A SA scoping report was produced in September 2014. From all of the information collected, a SA framework, or set of sustainability objectives, was developed, against which the various components of the plan were appraised.
After consultation with key organisations, the SA framework for Runnymede was subsequently revised and the baseline information was again updated in December 2017 as part of the SA report (see Part 2 of the SA report).
SA of Issues and Options (July 2016 and May 2017)
The SA has been carried out at each stage of plan making in order to guide the development of the Local Plan and ensure that the sustainability effects of the Local Plan are taken into account at all stages. This stage included: <ul style="list-style-type: none"> • Assessment of the elements of the Local Plan using appraisal matrices. • Testing of reasonable alternative options provided by the Council and assessment of sustainability effects. • Assessment of preferred policies and sites as part of the SA report (below). <p>The following reports were issued: Sustainability Appraisal of Runnymede Issues and Options Paper (July 2016); and Sustainability Appraisal of Runnymede Issues and Options Paper 2 (May 2017).</p>

<p>SA of Draft Local Plan (January 2018)</p> <p>The SA report (in all its parts) constitutes the SA report for the Runnymede Local Plan. The SA report was carried out in January 2018 and reported on an assessment of the Regulation 19 Draft Local Plan. The SA report can be found here.</p>
<p>Sustainability Appraisal Addendum 1 (May 2018)</p> <p>In May 2018 Runnymede Borough Council tested a number of changes to the draft Local Plan. The changes were mainly small changes to policy wording to reflect new guidance, provide additional context or correct errors and inconsistencies. The overall housing number was subject to slight changes at this point as a result of updated site capacity information. Changes were also made to the policies / site allocations that affect the A320. In addition, the Council updated a number of evidence documents and also tested an additional spatial strategy alternative.</p> <p>As a result of these changes a SA screening exercise was carried out. This showed that the majority of the changes would not lead to a change in the SA results. However, as a result of policy changes and additional evidence, the results of the SA for the spatial strategy and the sites which affect the A320, did change. The uncertain effect on air quality was changed to a neutral effect (although the uncertain effect on traffic and congestion remained). The SA addendum can be found here.</p>
<p>Sustainability Appraisal Addendum 2 (September 2019)</p> <p>This second addendum report was published in September 2019 and examined the implications of a number of new evidence documents and provided a screening of each of the new pieces of evidence to consider whether they would change the results of the SA. The new evidence documents all related to the impact of development on the A320 and M25. A screening exercise was undertaken which showed that some of the new evidence could cause changes to the SA results and the SA should be updated.</p> <p>The change to the results of the SA occurred due to the updated Strategic Highway Assessment (SHAR) and additional work undertaken on the effects of the Local Plan on the M25. The previous assessment found that these elements of the plan would have an uncertain effect on traffic and congestion. Due to the precautionary principle an uncertain effect is treated as a significant negative effect. Whilst the additional work gave more certainty that the impacts of the strategy can be mitigated and potentially result in a minor negative effect on traffic and congestion, some uncertainties remain, therefore in line with the precautionary principle a score of uncertain remained for traffic and congestion (but with the acknowledgement that it is now more likely that effects can be adequately mitigated). The SA addendum can be found here. (please look under Council documents for RBCLP_55.</p>
<p>Main Modifications SA screening (December 2019)</p> <p>Proposed Main Modifications to the Local Plan were prepared for public consultation in December 2019 after the conclusion of the Examination in Public hearings. The published Proposed Main Modifications were screened and this showed that the majority of the SA remained unchanged due to the Proposed Main Modifications. There is one modification which necessitated changes to the SA and this was as follows: Modification MM60: New Policy IE11: Strodes College Lane allocation. This new site allocation has been subject to SA and the results reported in Section 3.</p> <p>Changes have also been made to the assessment table of the previous IE12, Town Centre Opportunity Areas. References to the Strodes College Lane Opportunity Area have been removed. The site has been granted planning permission, so is now considered to be an allocated site rather than an opportunity area.</p> <p>The small changes to the SA have not changed the overall sustainability effects of the plan. The SA screening report can be found here.</p>
<p>Local Plan Inspector changes (May 2020)</p> <p>The Local Plan Inspector reported in May 2020 and recommended that subject to the inclusion of Main Modifications she put forward, the Plan would be 'sound'. The Inspector made a number of small changes that in addition to the published Main Modifications, she felt were</p>

necessary to make the Local Plan sound. In her report, the inspector noted that "None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken." A screening of these changes confirms that this is the case. This screening is shown in Appendix 1 of this report.

3. HOW THE SA REPORT HAS BEEN TAKEN INTO ACCOUNT

The SEA regulations require that during plan preparation an assessment is carried out on a draft version of the plan and a statutory report (called the SA report in England) is produced and consulted on. To comply with these regulations the SA report was produced alongside the Regulation 19 Draft Local Plan in January 2018. The SA report is split into several parts:

- Part 1: Introduction, methodology and next steps;
- Part 2: Baseline information;
- Part 3a: Results of the Assessment: Assessment of Alternatives; and
- Part 3b: Results of the Assessment: Assessment of the Draft Local Plan.

The SA report was considered alongside the submitted Local Plan for the purposes of the assessment of the soundness of the Local Plan through the independent examination process.

The SA's assessment of the Local Plan found that the Local Plan would generally have a neutral or minor positive effect on the sustainability objectives. However, a small number of uncertain effects (which under the precautionary principle would be treated as significant negative effects) were found by the SA and these focused solely on the impact of development on transport and air pollution:

- The SA found that the spatial strategy (Policy SD1: Presumption in favour of sustainable development / Policy SD2: Spatial development strategy / Policy SD3: Site Allocations) would have an uncertain effect on transport and potentially air pollution. Modelling showed that the Local Plan would cause vehicle distance to increase due to the total level of development committed in the plan;
- The SA found that some of the sites¹ required to fulfil the spatial strategy also had the potential to have an effect on congestion hotspots, the most significant being the A320. Modelling showed that the sites required to fulfil the spatial strategy were likely to have a significant negative effect on congestion unless mitigated. There is a risk that the plan could, therefore, have a significant negative effect on air quality due to increased traffic levels and congestion. However, further modelling work was planned to test the effectiveness of the A320 mitigation measures in reducing congestion (and consequently air pollution). Therefore, an uncertain effect was recorded.

Mitigation measures were set out in the SA to address the above uncertain effects. This focused on directing the Council to undertake further work to understand the effects of the A320 mitigation measures and how effective they are likely to be.

In order to address this uncertain sustainability effect the Council prepared a number of new evidence documents, including:

- A320 Corridor Study Feasibility Study Final Report (Arcadis, April 2018) (examination document SD_015H);
- Air quality modelling to support the Runnymede Local Plan Draft report. Cambridge Environmental Research Consultants. Prepared for Runnymede Borough Council (May 2018) (examination document SD_001A);
- Runnymede 2030 Local Plan: A320 Update Paper (September 2019) -Runnymede Borough Council (examination document RBCLP_52);

¹ Policy SD10: Longcross Garden Village; Policy SL12: Housing Allocation at Ottershaw East, Ottershaw; Policy SL13: Housing Allocation at St Peter's Hospital, Chertsey; Policy SL14: Housing Allocation at Parcel A, Chertsey Bittams, Chertsey; Policy SL15: Housing Allocation at Parcel B, Chertsey Bittams, Chertsey; Policy SL16: Housing Allocation at Parcel C, Chertsey Bittams, Chertsey; Policy SL17: Housing Allocation at Parcel D, Chertsey Bittams, Chertsey; and Policy SL18: Housing Allocation at Parcel E, Chertsey Bittams, Chertsey.

- Updated Strategic Highway Assessment Report (SHAR) (June 2019) – Surrey County Council (examination document RBCLP_47);
- M25 Traffic Impact Assessment (May 2019) – Arcadis (examination document RBCLP_45);
- M25 Junction 11 & 13 – Step 2 Traffic Concept Report (September 2019) – Arcadis (examination document RBCLP_49);
- M25 Junction 11 – Feasibility Study Report (September 2019) – Arcadis (examination document RBCLP_50);
- A320 Impact and Longcross Garden Village Viability Update Report (September 2019) – Andrew Golland Associates (examination document RBCLP_51);
- Updated Statement of Common Ground between Runnymede Borough Council and Highways England (Runnymede Borough Council and Highways England, September 2019) (examination document RBCLP_53);
- Statement of Common Ground between Runnymede Borough Council and Surrey County Council (Runnymede Borough Council and Surrey County Council, September 2019) (examination document RBCLP_54); and
- Updated Statement of Common Ground between Runnymede Borough Council and Crest Nicholson (Runnymede Borough Council and Crest, September 2019) (examination document RBCLP_56).

As can be seen above a significant amount of further work was undertaken in response to the potential sustainability effects of the Local Plan on transport and air quality. As a result of this further work, the uncertain effect on air quality was changed to a neutral effect. The further work did not lead to a change in the SA scoring for traffic and congestion, but it gave more certainty that the impacts of the strategy can be mitigated and potentially result in a minor negative effect on traffic and congestion.

It should be noted that at the SA report stage, the draft of the Local Plan had already taken account of recommendations or issues identified through the appraisal at earlier stages in the SA process when the issues and options stages were assessed and during extensive testing of site options. Therefore, the draft Local Plan performed well because sustainability issues had already been integrated into the Local Plan at earlier stages. [Part 3A of the SA report](#) sets out in detail what options were tested through the SA and how the Council decided on the preferred approach (taking into account the SA results).

4. HOW OPINIONS EXPRESSED IN RESPONSE TO CONSULTATION ON THE SA REPORT HAVE BEEN TAKEN INTO ACCOUNT

4.1 Introduction

This section of the report summarises the statutory consultations undertaken on the SA and how comments have been taken into account.

The SEA regulations set out two stages where consultation should be undertaken (statutory consultation):

- Consultation on the scope and level of detail of the SA - scoping (Regulation 12(5) and (6)); and
- At the draft plan stage when the SA report is published (Regulation 13).

The results of these consultations are discussed below. Please note that the Council undertook consultations on all stages of the SA and took account of representations at each stage.

The SEA regulations also require this statement to address how any trans-boundary consultations with other European Member States has taken place. Please note that no trans-boundary consultations with other Member States were deemed necessary for this process.

4.2 Comments received about scoping

The scoping report was published for consultation in accordance with the SEA Regulations. The consultation formally sought the views of a wide range of consultees including the three statutory consultees: English Heritage (now Historic England), Natural England and the Environment Agency. The consultation was designed to gauge the view of consultees on the defined scope of the SA and the proposed level of detail that should be included in the SA Report. The consultation period ran from September to November 2014.

The Scoping Report consultation sought responses to the following questions:

1. Are there any additional relevant plans and policies beyond those covered that you think are relevant to this appraisal?
2. Do you think that the SA framework is appropriate?
3. Are there any pieces of baseline data that are missing or inaccurate or has the report missed any key issues?
4. Would you like to suggest reasonable alternatives which could be considered by the appraisal?

Responses were received from English Heritage, Surrey County Council, the Environment Agency, Spelthorne Borough Council, Natural England, Runnymede Borough Council Environmental Health department, Muse Developments, Highways Agency, Surrey Heath Borough Council and a private resident. Responses were submitted mainly in relation to baseline information and policy documents that respondents felt needed to be included, plus comments on slight amendments to the scope of the SA. Several small changes were made to the Scoping Report in response to these views and the final baseline / scoping information was included in Part 2 of the SA report.

4.3 Comments received about the Draft Local Plan and SA report

The SA was made available for consultation at the same time as the Regulation 19 Draft Local Plan. Various comments were made in relation to the SA. The main comments related to:

- Comments on the process used by the Council to identify and test reasonable alternatives including comments that the process was not significantly challenging;
- Suggestions that sites that were not considered to be reasonable alternatives should have been tested;
- Objections regarding the scores given to some SA objectives for some of the site assessments.

After careful review and consideration of comments made, it was not considered necessary to amend the SA report as a result of any of the representations received. A detailed and full explanation of the process used to identify and test reasonable alternatives (including sites) was set out in the SA report as was an explanation of the scoring system used. The Local Plan Inspector stated the following in the Local Plan report in the section on Assessment of Legal Compliance: "SA has been carried out as an iterative process at each stage of the Plan's preparation ... The work has correctly focused on the environmental, economic and social effects of the Plan that are likely to be significant and has assessed them at the level of detail that is appropriate for the Plan, given its purpose, content and specificity."

5. HOW THE LOCAL AUTHORITY MADE THE RELEVANT DOCUMENTS AVAILABLE

The SA statement should specify how the Council acted in accordance with the following regulation:

13(4); The responsible authority shall keep a copy of the relevant documents available at its principal office for inspection by the public at all reasonable times and free of charge.

In accordance with the council's Statement of Community Involvement (2014), consultation arrangements for Local Plan and SA documentation included making all documents available on the Council's website and in the reception at the Council Office in Addlestone. No charge was made to view any of the documents. In the light of lockdown restrictions in place during the COVID-19 pandemic, the Inspector's Report could not be made physically available for inspection at the Council's principal office or libraries. However, arrangements were made, in line with temporary provisions in the Council's revised SCI (May 2020) to post hard copies of the Inspector's Report to anyone without internet access that requested a copy.

6. THE REASONS FOR CHOOSING THE PLAN OR PROGRAMME AS ADOPTED, IN THE LIGHT OF THE OTHER REASONABLE ALTERNATIVE OPTIONS DEALT WITH

The Local Plan has been through a significant process of identifying and testing potential reasonable alternatives and this is explained in detail in Part 3A of the SA report.

The SEA Regulations require that the SA report identifies:

- The reasons for selecting the alternatives tested in light of the others available (SEA Regulations Schedule 2 (8)); and
- The likely significant effects on the environment of reasonable alternatives (SEA Regulations Part 3, Section 12(2b)).

This involves setting out the alternative options (both for overall strategy/policies and for sites) that were considered by the Council, what the sustainability effects of those options were and how the results of the SA have been taken into account. The generation of Local Plan has been considered in two ways:

- Overall strategy / policy options; and
- Site options.

The above report discusses these aspects in detail in sections 2 and 3.

The reasons for selecting the Local Plan approach is set out in detail in the above referenced report broken down by the overall strategy / policy options and by site.

7. THE MEASURES THAT ARE TO BE TAKEN TO MONITOR THE SIGNIFICANT SUSTAINABILITY EFFECTS OF THE IMPLEMENTATION OF THE PLAN OR PROGRAMME

The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify at an early stage unforeseen adverse effects, and to be able to take appropriate remedial action.

The requirements of the SEA Regulations focus on monitoring the significant and unforeseen effects of the Local Plan. Therefore, the SA monitoring framework is focused only on monitoring those effects that are significant (negative) or uncertain. The Local Plan process will itself include a comprehensive monitoring programme which is focused on the achievement of the Local Plan's objectives. This monitoring programme will enable the council to track the success of individual policies and also to monitor the baseline environmental, economic and social conditions of the Local Plan area.

Table 7.1 set out the monitoring programme required the uncertain effects of the plan (as no significant negative effects were identified).

Table 7.1: Monitoring programme	
Significant negative and uncertain effects (please note that no significant negative effects were found)	Monitoring required
<p>An uncertain / potentially minor negative effect on traffic and congestion has been recorded in relation to:</p> <ul style="list-style-type: none"> • Spatial strategy; • Sites SD10 and SL12-18; • Expansion of London Heathrow Airport: 	<p>The application of active travel and public transport measures for each site within the Local Plan should be monitored and developers should be responsible for monitoring their effectiveness.</p> <p>If the expansion of Heathrow does proceed, this would need to be accompanied by suitable mitigation and associated monitoring to ensure that impacts on Runnymede are acceptable.</p>

APPENDIX 1: SCREENING OF THE INSPECTOR'S MODIFICATIONS

The table below shows the changes to the Main Modifications that were made by the Local Plan Inspector after the Examination in Public (red text shows the new text added by the Inspector). These modifications have been screened below. The screening of the Main Modifications is recorded in one of the following ways.

- The modification is an insignificant change and will not lead to a change in the conclusions of the SA. In this case the following is recorded in the screening table. *Screening conclusion: no change to the results of the SA. This is not a material change to planning policy; or*
- The change is *potentially* more significant and *could* change the results of the SA. In these cases, the latest SA results are reviewed to ensure that the modification will not change these conclusions. If the conclusion of the SA remains the same the following is stated. *Screening conclusion: no change to the results of the SA. The modification could potentially cause changes to the results of the SA. Therefore, the results of the SA have been checked. However, this has shown that the conclusions of the SA will not change. No further assessment is carried out in this case.*

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
Policy SD2: Spatial Development Strategy					
MM7	New paragraphs after 5.21	n/a	<u>During the course of Plan preparation, the Council made the decision to reduce the Plan period so that instead of ending in 2035, the Plan period now ends in 2030. This change in approach occurred following the Additional Sites and Options stage when the Council identified that set against its annual housing needs figure of 498dpa, it could not identify enough land to meet the need for housing up to 2035 without making substantial inroads into the Green Belt beyond the adjustments that had been made in respect of the weakly performing or strategically less important Resultant Land Parcels. When the alternative options were considered the Council concluded that shortening the Plan period had significant advantages including that:</u> <u>-The Council could immediately start to deliver a significant boost to the supply of housing, employment floorspace and investment in infrastructure; and</u>	To confirm the Councils rationale for reducing the Plan period and for clarity.	<i>Screening conclusion: no change to the results of the SA. This is not a material change to planning policy.</i>

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
			<p><u>-It would enable the production of a future plan to be better coordinated and integrated with plans prepared by its neighbours through a second phase of the Surrey Local Strategic Statement. That would facilitate a long term, joint approach to growth across Surrey.</u></p> <p><u>- Reflect the government’s emergent policy of requiring five yearly reviews of development plans.</u></p> <p><u>-Provide a framework for the preparation of neighbourhood plans.</u></p> <p><u>-Allow the Council to respond to anticipated regional changes such as the expansion of Heathrow.</u></p> <p><u>The Council will commence a review of the Runnymede 2030 Local Plan as soon as possible to ensure that it is able to meet the requirement of the NPPF to complete a review of the plan within 5 years of the date of adoption of this plan. In practical terms this will mean that the Borough Council commences its review early in 2021, in order to complete a review before the summer of 2025. The Council will be revising its Local Development Scheme during 2020 to confirm the timetable for the review. In accordance with the NPPF the review will also need to plan for a 15-year period from the date of its adoption (i.e. 2040).</u></p>		
MM12	Para 5.40	The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing information	The delivery of a number of allocations around the A320 is contingent on the delivery of infrastructure improvements in this area of the Borough. This is clearly stated in the phasing 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	To help clarify the council’s approach to site delivery in the A320 corridor.	<i>Screening conclusion: no change to the results of the SA. This is not a material change to planning policy.</i>

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
		provided for the relevant sites. These allocations could be delivered earlier in the plan period than stated should the necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.	particular regard to the timing of the A320 improvements works being delivered brought forward and the objective of securing the timely delivery of housing within the borough. necessary infrastructure improvements on the A320 to enable their release come forward earlier than anticipated.		
Policy SD6: Infrastructure provision and timing					
MM21	Policy SD6 2 nd para	Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements will be expected to mitigate their impact, whether individually or cumulatively and at a rate and scale to meet the needs that arise from that development or a phase of that development. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.	Development proposals, including those allocated in this plan which give rise to a need for infrastructure improvements will be expected to mitigate their impact, whether individually or cumulatively and at a rate and scale to meet the needs that arise from that development or a phase of that development, whilst while also taking account of other committed developments outside Runnymede which has a material impact on the infrastructure improvement required that require mitigation from infrastructure schemes proposed within the Borough. The standards of infrastructure delivery will be expected to comply with other policies set out within this Plan.	To ensure that the Plan recognises the potential cumulative impacts on infrastructure from developments within and outside the Borough.	<i>Screening conclusion: no change to the results of the SA. This is not a material change to planning policy.</i>

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
Policy SD10: Longcross Garden Village					
MM22	Policy SD10 criterion b) bullet point 4	Up to a maximum of 5% non-specialist housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots and delivered in phases, to be negotiated, dependent on the type and level of demand as evidenced on the Council's Self and Custom Build register.	Up to a maximum of 5% non-specialist housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots and delivered in phases, to be negotiated, dependent on the type and level of demand as evidenced on the Council's Self and Custom Build register. Provision for housing to be delivered by SMEs and/or as serviced custom plots and/or self-build plots in accordance with Policy SL24.		<i>Screening conclusion: no change to the results of the SA. The modification could potentially cause changes to the results of the SA as it potentially requires a higher level of non-specialist housing provision. Therefore, the results of the SA have been checked. However, this has shown that the conclusions of the SA will not change.</i>
Policy SL12: Housing Allocation at Ottershaw East, Ottershaw					
MM32	Policy SL12 criterion d)	c) Take account of TPO 50, site boundary vegetation and the built	c) Take account of TPO 50, site boundary vegetation, the adjacent ancient woodland and its buffer zone which extends into the proposed SANG and the built development	TPO is not included within	<i>Screening conclusion: no change to the</i>

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
		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.	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.	the site allocation.	<i>results of the SA. The modification could potentially cause changes to the results of the SA as it strengthens references to the adjacent ancient woodland. Therefore, the results of the SA have been checked. However, this has shown that the conclusions of the SA will not change.</i>
Policy SL13: Housing Allocation at St Peter's Hospital, Chertsey					
MM33	Policy SL13 first paragraph	The St Peter's Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex which is released from the Green Belt in its entirety. The 12.1ha housing allocation is set over two parcels of	The St Peter's Hospital allocation comprises 12.1ha of land sitting within the larger 31.7ha Hospital Complex which is released from the Green Belt in its entirety . The 12.1ha housing allocation is set over two parcels of 11.1ha to the west of the hospital complex and 1ha to the north east with the hospital retained. Both sites are expected to come forward within the period 2015-2020 and will deliver a high quality developments that will:	Minor wording changes to avoid duplication (and contradiction) with information in the 'Timing' section.	<i>Screening conclusion: no change to the results of the SA. This is not a material change to planning policy just improved</i>

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
		11.1ha to the west of the hospital complex and 1ha to the north east with the hospital retained. Both sites are expected to come forward within the period 2015-2020 and will deliver a high quality development that will:			<i>referencing to the fact that the site is being removed from the Green Belt.</i>
Policy EE13: Managing Flood Risk					
MM49	Policy EE13 final para	The Council supports proposals for strategic flood relief measures (including any associated enabling works), including the proposed flood channel through Runnymede as part of the wider River Thames Scheme. The proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be safeguarded for this purpose.	The Council supports proposals for strategic flood relief measures (and associated enabling works), including the proposed emerging flood relief measures and channel through Runnymede as part of the wider River Thames Scheme. The land which may be required for the River Thames Scheme proposed route of the channel and the land adjacent to it, as shown on the Policies Map will be is safeguarded for this purpose. <u>Whilst the safeguarded area shown currently includes some land which is developed or has planning permission for development, it is not envisaged that such land will form part of the works in due course, or that the use of that land will be prejudiced by the scheme of works to be undertaken. 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</u>	To clarify what land is required and safeguarded for the RTS, to clarify what is meant by safeguarded land as it relates to future planning applications and to ensure the delivery of the RTS whilst ensuring existing uses are not unduly affected by the scheme.	<i>Screening conclusion: no change to the results of the SA. This is not a material change to planning policy.</i>

Mod Ref	Page, Para/Policy/Table or Plan	Existing Text	Modified Text	Justification	SA screening conclusion
			<u>Scheme construction works would be re-provided in agreement with the Council.</u>		